

Lansing, Michigan

December 2, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, December 2, 2008, at 11:00 a.m.

Present: Steven Liedel, Chief Counsel, representing Jennifer M. Granholm,  
Chairperson  
Walt Herzig, Chief of Staff, representing John D. Cherry, Jr., Lt. Governor  
Brian DeBano, Chief of Staff, representing Terri Lynn Land, Secretary of  
State  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox,  
Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing  
Robert J. Kleine, State Treasurer  
Jean Shane, Special Assistant, representing Michael P. Flanagan,  
Superintendent of Public Instruction  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director,  
Department of Transportation  
Sherry Bond, Secretary

Others Present:

Andi Francato, Glenn Strong, Bureau of State Lottery; Kelly Larson, Department of History, Arts, and Libraries; Bob Hall, Elise Lancaster, Janet Rouse, TeAnn Smith, Department of Management and Budget; Amy Meldrum, Department of Transportation; Joe Pavona, Department of Treasury; Corina Pena Andorfer, Governor's Office; Martin Dober, Michigan Economic Development Corporation

1. CALL TO ORDER:

Mr. Liedel called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Ms. MacDowell moved that the minutes of the regular meeting of November 18, 2008, be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedules:**

DEPARTMENT OF ATTORNEY GENERAL, Department-Wide Databases,  
12/2/2008

DEPARTMENT OF TRANSPORTATION, Contract Services Division,  
12/2/2008

Mr. Hank moved that the Retention and Disposal Schedules be approved. The motion was supported by Mr. DeBano and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:  
(Please see the following pages)

December 2, 2008

COMMITTEE REPORT TO THE  
STATE ADMINISTRATIVE BOARD

Others: Socorro Guerrero, Department of Attorney General; Dave Frack, Department of Corrections; Sherry Bond, Cindy Collins, Elise Lancaster, Pat Mullen, Janet Rouse, Ed Wilkins, Department of Management and Budget; Kris Squibb, Department of Natural Resources; Corina Andorfer, Governor's Office

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

November 25, 2008 / December 2, 2008  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

. . . . .  
This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF ENVIRONMENTAL QUALITY, DOWAGIAC – Indian Lake Mini Super & Riggs Country Store Site – Source Area SVE/AS Systems  
File No. 761/08119.RRD - Index No. 44501  
Low Responsive Bidder: Job Site Services, Inc., Bay City; \$741,472.00

#### **Purpose/Business Case**

The purpose of this contract is to install an air sparge/soil vapor extraction (AS/SVE) remediation system and provide one year of system operation and maintenance. The site is a former grocery/convenience store and gasoline station. The presence of petroleum contaminants was detected in the soil and groundwater at the site.

#### **Benefit**

The State will benefit by abating the environmental hazards to protect the environment and prevent the contamination from spreading.

#### **Funding Source**

100% Refined Petroleum Fund (RPF)

#### **Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

#### **Risk Assessment**

Failure to approve this contract will result in violating environmental regulations, cause the contamination to spread and harm the natural resources and the public.

#### **Zip Code**

49047

### **REVISIONS TO CONSTRUCTION CONTRACTS**

2. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE - General Office Building – Renovation to the 1<sup>st</sup> and 2<sup>nd</sup> Floors  
File No. 071/05264.JRC – Index No. 53159 & 44207  
Moore Trosper Construction Company, Holt; CCO No: 18, Incr. \$409,063.00

**Purpose/Business Case**

The purpose of this change order is to revise the existing piping for the new hot water tank to provide better efficiency and operation of the tank, provide build out of the office area for the recently identified tenant, additional code upgrades identified during construction, and to extend the contract completion date 41 weeks to allow adequate time for furniture construction and move-in between phases.

**Benefit**

The State will benefit by improving the energy efficiency and operation of the hot water tank, constructing the office area to meet the functional requirements of the newly designated tenant, providing an area that complies with all current building and life safety codes, and providing adequate time between phases to build out the office furniture and allow for tenant move-in.

**Funding Source**

40% State Building Authority Funds; 60% Agency Operating Funds

**Commitment**

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this change order will result in the inefficient operation of the hot water tank, the area not meeting the functional requirements of the tenant nor comply with current building and life safety codes, and insufficient time to transition between phases.

**Zip Code**

48918

3. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Allegan Street Parking Ramp – Fire Suppression Replacement  
File No. 071/07209.CAK - Index No. 11681  
Jackson Automatic Sprinkler, Ltd., Spring Arbor; CCO No. 2, Incr. \$98,212.89

**Purpose/Business Case**

The purpose of this change order is to raise the piping and add associated plumbing fittings to provide height clearance required for large vehicle traffic. After installation of piping the State identified several areas where, due to height issues, large vehicle traffic would be restricted. This work will protect the piping, reduce maintenance costs, and ensure the reliability of the system.

**Benefit**

The State will benefit by keeping the new system safe from damage that would occur if large vehicles struck the sprinkler line.

**Funding Source**

100% Lump Sum Special Maintenance Funds

**Commitment**

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

### **Risk Assessment**

Failure to approve this change order will result in limitations to where the large vehicles could use the parking structure and potential damage to the newly installed fire sprinkler system.

### **Zip Code**

48909

4. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Energy Center – Steam Distribution System Repair - Phase II  
File No. 071/07129.DCS - Index No. 11660 & 44200  
Gunthorpe Plumbing & Heating, Inc., East Lansing; CCO No. 3, Incr.  
\$118,698.15

### **Purpose/Business Case**

The purpose of this change order is to include additional steam piping support guides, condensate piping support stanchions, adjust contract allowance, revise construction schedule, and correct piping deficiencies within the existing steam and condensate piping systems serving the Secondary Governmental Complex.

### **Benefit**

The State will benefit by having the utility tunnel system function properly, supporting the heating steam safely throughout the entire Secondary Complex.

### **Funding Source**

90% Agency Operating Funds; 10% Lump Sum Special Maintenance Funds

### **Commitment**

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

### **Risk Assessment**

Failure to approve this change order could result in overall steam system operational shutdowns/failures, actual piping failures, and potentially bodily injury to operating staff.

### **Zip Code**

48821

## **CONTRACT CHANGE ORDER**

5. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #30 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc., as Lessor, and the State of Michigan by the Department of Management and Budget for the Michigan Gaming Control Board. This CCO provides for renovation and build-out of new Michigan Gaming Control Board space - Phase II and architectural scoping out work for Phase III, as requested by the Michigan Gaming Control Board at a cost not-to-exceed \$1,362,111.52. The space is located at 3044 West Grand Blvd., City of Detroit, County of Wayne, Michigan.

**Purpose/Business Case**

The purpose of this CCO is to renovate and build-out 14,000 SF of office space on the Concourse Level and the Intermediate Level of Cadillac Place to house the Michigan Gaming Control Board offices.

**Benefit**

This CCO allows The State to further implement its space consolidation plans for the Michigan Gaming Control Board.

**Source of Funds**

PA 113 of 2008 authorized funding to build out the subject space in Cadillac Place and move the Michigan Gaming Commission Board (MGCB) into it.

**Commitment Level**

Present through January 4, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from relocating the Michigan Gaming Commission Board from East Lansing to Detroit's Cadillac Place and from realizing the programmatic efficiencies to be derived from that consolidation.

**Zip Code**

48202

6. DEPARTMENT OF MANAGEMENT AND BUDGET, DETROIT - CCO #31 for Lease #10785 approved by the State Administrative Board on December 21, 1999, Item #12 between New Center Development, Inc, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of Management and Budget, as Lessee. This CCO provides for building office space and a dark room, as requested by the Department of Community Health at a cost not-to-exceed \$18,806.76. The space is located at 3044 W. Grand Blvd, Detroit, Michigan.

**Purpose/Business Case**

The purpose of this CCO is to construct new office space for six employees and a dark room, not including furniture.

**Benefit**

This CCO allows for a Department of Community Health office to relocate from leased space into the Cadillac Place to collocate with other state agencies and to achieve cost savings through rent reduction.

**Source of Funds**

100% General Fund/General Purpose, DMB fund with bill-back from authorized DCH General Fund

**Commitment Level**

Present through September 30, 2031; however, this Lease contains a Legislative cancellation clause with 60-days notice.

**Risk Assessment**

Non-approval of this CCO will hinder the Department from achieving cost savings through rent reduction by relocating to collocate with other state agencies at Cadillac Place.

**Zip Code**

48202

**SUB LEASE FOR STATE LEASED PROPERTY**

7. DEPARTMENT OF HUMAN SERVICES, BEULAH - New Sub-Lease #11369 effective June 1, 2008, through October 31, 2019, with Northwest Michigan Council of Governments, a Municipal Corporation, 2194 Dendrinis Drive, Traverse City, Michigan 49685-0506, as Sub-Lessee, and the State of Michigan by the Department of Management and Budget for the Department of Human Services as Sub-Lessor, for 200 square feet of office space located at 448 Court Place, Beulah, Michigan 49617. The annual rental rate for this lease is \$3,410.00 (\$284.17 per month) effective 6/1/2008 through 10/31/2009; and the annual rental rate for this lease is \$3,512.04 (\$292.67 per month) effective 11/1/2009 through 10/31/2014; and the annual rental rate for this lease is \$3,618.00 (\$301.05 per month) effective 11/1/2014 through 10/31/2019. This Lease contains a Standard cancellation clause with 30-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This Sub-Lease provides DHS a convenient opportunity to co-locate with one of its Michigan Works Agency (MWA) partners.

**Benefit**

This Sub-Lease allows for the efficient provision and monitoring of one-stop services to clients shared by DHS and MWA in Northwest Michigan.

**Funding Source**

Income to the State from the Northwest Michigan Council of Governments

**Commitment Level**

Eleven years and five months; however, this Sub-Lease contains a Standard cancellation clause with 30-days notice.

**Risk Assessment**

Non-approval of this Sub-Lease will hinder the Department from providing and monitoring important services to its clients as efficiently or effectively and will forgo rental income.

**Zip Code**

49617

**ACQUISITION OF REAL PROPERTY**

8. THE DEPARTMENT OF MANAGEMENT AND BUDGET (DMB) recommends the acquisition of real property located in the City of Lansing, Ingham County, Michigan, commonly known as 3400 North Grand River, the former John Deere building ("the Property").



## **Legislative Background**

Section 108 of 2008 Public Act 278 (the "Act") authorizes the purchase of the following Property for Nine Million Eight Hundred Ninety Thousand Dollars (\$9,890,000):

LEGAL Lot 1, Lantex Industrial Park, a subdivision on part of the Northwest  $\frac{1}{4}$  of Section 5, Town 4 North, Range 2 West, City of Lansing, Ingham County, Michigan; except beginning at the Northwest corner of Lot 1; thence running along the North lot line North 89 degrees 00 minutes 26 seconds East 467.46 feet; thence South 40 degrees 14 minutes 50 seconds East 71.03 feet; thence South 00 degrees 56 minutes 04 seconds East 23.79 feet; thence South 20 degrees 50 minutes 50 seconds West 95.50 feet; thence South 50 degrees 11 minutes 55 seconds West 91.81 feet; thence North 69 degrees 10 minutes 45 seconds West 120.00 feet; thence South 20 degrees 50 minutes 50 seconds West 157.30 feet; thence South 01 degree 01 minutes 03 seconds West 281.52 feet; thence South 20 degrees 50 minutes 50 seconds West 78.83 feet; thence North 68 degrees 57 minutes 00 seconds West 204.50 feet to the West line of Lot 1; thence North 00 degrees 49 minutes 43 seconds West 600.82 feet to the point of beginning. Parcel being subject to the following two easements for ingress and egress: Beginning on the North line of said Lot 1 at a point North 89 degrees 00 minutes 26 seconds East 512.46 feet from the Northwest corner of said Lot; thence continuing North 89 degrees 00 minutes 26 seconds east 50.00 feet along the Lot line; thence South 00 degrees 56 minutes 04 seconds East 88.46 feet; thence South 20 degrees 50 minutes 50 seconds West 185.10 feet; thence North 69 degrees 10 minutes 45 seconds West 50.00 feet; thence North 20 degrees 50 minutes 50 seconds East 175.50 feet; thence North 00 degrees 56 minutes 04 seconds West 78.79 feet to the point of beginning: Also beginning on the West line of said Lot 1 at a point South 00 degrees 49 minutes 43 seconds East 600.82 feet from the Northwest corner of said Lot; thence South 68 degrees 57 minutes 00 seconds East 204.50 feet; thence North 20 degrees 50 minutes 50 seconds East 20.00 feet; thence South 68 degrees 57 minutes 00 seconds East 50.00 feet; thence South 20 degrees 50 minutes 50 seconds West 70.00 feet; thence North 68 degrees 57 minutes 00 seconds West 234.60 feet to the West line of Lot 1; thence North 00 degrees 49 minutes 43 seconds West 53.88 feet to the point of beginning. 3301-01-05-105-013-14

Subject to all easements, reservations, exceptions, conditions, and restrictions contained in prior conveyances of record.

## **Purpose/Business Case**

The recommended acquisition is a current leased facility that was specifically adapted for the use of the History, Arts and Libraries (HAL) Records Center and Museum and Artifacts storage. It includes a total of approximately 200,000 square feet on 10.5 acres. The use of this facility by other state agencies is being explored to maximize unused space in the buildings and grounds.

**Benefit**

The State will significantly reduce annual space costs for this facility converting the lease to a purchase, and secure long-term space with ownership ability to control costs.

**Funding Source/Commitment Level**

\$9,890,000

**Risk Assessment**

The risk of not acquiring the building is the inability to lower and control costs.

**Zip Code**

48906-2709

**RESOLUTION OF THE STATE ADMINISTRATIVE BOARD**

9. Resolution of the State Administrative Board Approving a Construction and Completion Assurance Agreement, the Conveyance of Property and a Lease for the Department of History, Arts and Libraries Warehouse Facility Acquisition

**Legislative Background**

<b>Project</b>	<b>Public Act</b>	<b>Total Cost</b>	<b>SBA Share</b>	<b>GF/GP Share</b>	<b>Concurrent Resolution</b>	<b>Date Approved</b>
HAL Warehouse Facility	PA278 of 2008	\$9,890,000	\$9,889,900	\$100	HCR102 of 2008	11/13/08

**Purpose/Business Case**

The purpose of this resolution is to approve the form of the Construction and Completion Assurance Agreement between the State Building Authority and the State of Michigan, the conveyance of the Facility to the Authority, and the form of the Lease. The State Building Authority is the State's primary capital outlay funding mechanism for projects that would otherwise be paid for by the General Fund.

**Benefit**

The approval of this resolution will allow the State Building Authority to finance the Authority's share of the project with short-term commercial paper notes.

**Funding Source/ Commitment Level**

Short-term commercial paper notes will initially finance the Authority's share of the project through the acquisition phase of the project. The short-term notes will be refinanced with long-term bonds, usually outstanding 15-17 years. The debt service on the bonds will be paid from the annual rental, appropriated annually from the General Fund. At this time, only a rental range has been determined. The annual rental will be within or below this range.

HAL Warehouse Facility Acquisition

\$678,000 - \$887,000

**Risk Assessment**

Without approval of this resolution, the SBA cannot relieve the budgetary strain on the Department of History, Arts and Libraries and the project cannot be financed or conveyed to the SBA.

**Zip Code**

48933

# S U P P L E M E N T A L A G E N D A

## **BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD**

November 25, 2008 / December 2, 2008  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Complex – Fence, Lighting and Roadway Modifications  
File No. 472/09074.EEW - Index No. TBD & 29630  
Low Responsive Bidder: Graham Construction, Inc., Saginaw; \$1,412,000.00

#### **Purpose/Business Case**

The purpose of this contract is to re-route the perimeter fencing and patrol road, install interior fencing and supplemental perimeter lighting, renovate two sally ports, and remove an earth berm, utility tunnel, guard tower and two steel storage tanks.

#### **Benefit**

The State will benefit by consolidating two facilities resulting in major savings in personnel and operating costs.

#### **Funding Source**

80% State Building Authority Funds; 20% Agency Operating Funds

#### **Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

#### **Risk Assessment**

Failure to approve this contract could result in the Department of Corrections not being able to close the R.C. Scott Women's Correctional Facility by May 1, 2009.

#### **Zip Code**

48197

2. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Complex – Shower Renovations  
File No. 472/09075.EEW - Index No. TBD  
Low Responsive Bidder: Tomco/AE Equities, JV, LLC, Grosse Pointe Farms;  
\$795,000.00

**Purpose/Business Case**

The purpose of this contract is to upgrade the showers in Housing Units 1-5, renovate eight offices into cells and modify two exterior courtyards. This includes construction of privacy walls and dressing areas.

**Benefit**

The State will benefit by having the shower facilities meet the latest in American Correctional Association Standards for female prisoners and renovations of the offices will provide an additional sixteen beds.

**Funding Source**

100% State Building Authority Funds

**Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this contract could result in the Department of Corrections not being able to close the R.C. Scott Women's Correctional Facility by May 1, 2009.

**Zip Code**

48197

3. DEPARTMENT OF CORRECTIONS, YPSILANTI – Huron Valley Women's Complex – Women's Reception and Guidance Center Renovations  
File No. 472/09076.EEW - Index No. TBD  
Low Responsive Bidder: Bernco, Inc., St. Clair Shores; \$642,000.00

**Purpose/Business Case**

The purpose of this contract is to install three elevators in two housing units to meet American with Disability Act Standards, the construction of a Reception and Guidance Center in the Technical Rules Violators Building and the renovation of the Camp Valley Administration Building into an incoming prisoner medical evaluation facility.

**Benefit**

The State will benefit by having a facility for use by the Department of Corrections to handle the in-processing requirements for female prisoners.

**Funding Source**

100% State Building Authority Funds

**Commitment**

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

**Risk Assessment**

Failure to approve this contract could result in the Department of Corrections not being able to close the R.C. Scott Women's Correctional Facility by May 1, 2009.

**Zip Code**

48197

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Ms. MacDowell presented the Building Committee Report for the regular meeting of November 25, 2008. After review of the foregoing Building Committee Report, Ms. MacDowell moved that the Report covering the regular meeting held November 25, 2008, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

# APPROVED

December 2, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **November 25, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Socorro Guerrero, representing Approved \_\_\_\_\_  
Attorney General Cox

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Kristi Broessel, Department of Community Health; Sherry Bond, Elise  
Lancaster, Janet Rouse, Department of Management and Budget; Kris  
Squibb, Department of Natural Resources; Corina Andorfer,  
Governor's Office

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The Finance and Claims Committee regular and supplemental agendas were  
presented.

Following discussion, Ms. Guerrero moved that the regular and  
supplemental agendas be recommended to the State Administrative Board  
for approval with Item 16(1) withdrawn by the Department of Management  
and Budget. The motion was supported by Mr. Liedel and unanimously  
adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on December 2, 2008, it was  
noted that the funding has been corrected on Item 20(1) of the regular  
agenda.***

## A G E N D A

11/24/08 9:50 version

### FINANCE AND CLAIMS COMMITTEE

November 25, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center  
. . . . .

### STATE ADMINISTRATIVE BOARD

December 2, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center  
. . . . .

This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

### SECTION I - AGENCY SUBMITTED - NEW CONTRACTS

#### 1. DEPARTMENT OF HISTORY, ARTS, AND LIBRARIES

1)	Dreeszen & Associates Florence, MA	NOT TO EXCEED \$ 160,000.00 Total <b>FY09-10</b> 13% General Funds 87% Restricted Funds One-year, ten-month contract for Cultural Economic Development Plans for four Michigan Main Street Communities
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#### 2. DEPARTMENT OF HUMAN SERVICES

1)	MSU Extension Grand Traverse County Traverse City, MI	NOT TO EXCEED \$ 50,100.00 Total <b>FY09-11</b> 100% Federal Two-year, ten-month contract for home-based parent education services in Grand Traverse and Leelanau Counties
2)	Constance Jones Ann Arbor, MI	NOT TO EXCEED \$ 40,917.92 Total <b>FY09-11</b> 100% Federal Two-year, nine-month, thirty- day contract for legal intervention and representative payee services



2. DEPARTMENT OF HUMAN SERVICES continued

- 3) Crawford County  
Grayling, MI NOT TO EXCEED  
\$ 97,485.48 Total  
**FY09-11** 100% Federal  
Two-year, ten-month contract  
for Building Strong Families  
program
- 4) Dochas II, Inc.  
Jackson, MI NOT TO EXCEED  
\$ 25,547.00 Total  
**FY09-10** 100% Federal  
One-year, ten-month contract  
for youth in transition  
services

SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES

3. DEPARTMENT OF ATTORNEY GENERAL

- 1) The Dragun Corporation  
Farmington Hills, MI \$ 76,000.00 Amendment  
\$ 100,000.00 New Total  
**FY09-10** 87.69% Restricted  
12.31% General Funds  
Additional funding for Expert  
Witness for Department of  
Environmental Quality matters -  
*Acme Contracting v State of  
Michigan and State of Michigan  
v Earth Tech*

4. DEPARTMENT OF COMMUNITY HEALTH

- 1) Vivian Diana Roeder  
Williamston, MI \$ 20,000.00 Amendment  
\$ 40,000.00 New Total  
**FY09** 100% State Restricted  
Additional funds to provide  
management support services to  
the Michigan Primary Care  
Consortium

5. DEPARTMENT OF HUMAN SERVICES

- |    |   |   |
|----|---|---|
| 1) | P.W. Services, Inc.<br>Muskegon, MI                       | \$ 8,256.00 Amendment<br>\$ 33,156.00 New Total<br><b>FY09-11</b> 100% Federal<br>Additional funds for the<br>contract for Legal Inter-<br>ventions and Representative<br>Payee Services due to an<br>increase in clients                 |
| 2) | Ogemaw County Court<br>West Branch, MI                    | \$ 16,000.00 Amendment<br>\$ 115,000.00 New Total<br><b>FY09</b> 100% State GF/GP<br>Additional funds for the<br>contract for Juvenile Transport<br>Services due to an increased<br>number of juveniles                                   |
| 3) | Northwest Michigan Human<br>Services<br>Traverse City, MI | \$ 111,842.00 Amendment<br>\$ 345,088.00 New Total<br><b>FY09</b> 100% Federal<br>Additional funds for a six-<br>month extension of the contract<br>to secure more permanent<br>housing opportunities in<br>Charlevoix and Emmet counties |
| 4) | Newaygo County Community<br>Services<br>Fremont, MI       | \$ 119,465.00 Amendment<br>\$ 371,224.00 New Total<br><b>FY09</b> 100% Federal<br>Additional funds for a six-<br>month extension of the contract<br>to secure more permanent<br>housing opportunities in<br>Newaygo and Lake counties     |
| 5) | Keystone Place<br>Centreville, MI                         | \$ 123,616.00 Amendment<br>\$ 385,456.00 New Total<br><b>FY09</b> 100% Federal<br>Additional funds for a six-<br>month extension of the contract<br>to secure more permanent<br>housing opportunities in St.<br>Joseph county             |

5. DEPARTMENT OF HUMAN SERVICES continued

- |    |  |   |
|----|--|---|
| 6) | Safe Horizons<br>Port Huron, MI                        | \$ 118,520.00 Amendment<br>\$ 367,986.00 New Total<br><b>FY09</b> 100% Federal<br>Additional funds for a six-month extension of the contract to secure more permanent housing opportunities in St. Clair county               |
| 7) | Northwest Michigan Human Services<br>Traverse City, MI | \$ 123,488.00 Amendment<br>\$ 384,910.00 New Total<br><b>FY09</b> 100% Federal<br>Additional funds for a six-month extension of the contract to secure more permanent housing opportunities in Missaukee and Wexford counties |
| 8) | Every Woman's Place<br>Muskegon, MI                    | \$ 122,465.00 Amendment<br>\$ 146,000.00 New Total<br><b>FY09-10</b> 100% Federal<br>Additional funds to provide Transition Services to more youths   |
| 9) | Catholic Charities West Michigan<br>Grand Rapids, MI   | \$ 68,997.52 Amendment<br>\$ 760,232.38 New Total<br><b>FY09-10</b> 100% Federal<br>Additional funds to increase units of Early Impact Prevention Services due to an increase in clients                                      |

SECTION III - AGENCY SUBMITTED - NEW GRANTS

6. DEPARTMENT OF COMMUNITY HEALTH

- |    |                                |   |
|----|--------------------------------|---|
| 1) | Carepath, Inc.<br>New York, NY | \$ 300,000.00 Total<br><b>FY09</b> 100% State GF<br>Ten and a half month grant agreement to provide funding for improved care to traumatic brain injury victims |
|----|--------------------------------|---|

6. DEPARTMENT OF COMMUNITY HEALTH continued

2)	Early Childhood Investment Corporation Lansing, MI	\$ 93,333.00 Total <b>FY09</b> 100% Federal Funds Eight-month grant for the Great Start System that supports policy development and planning to increase Michigan's investment in early childhood programs and initiatives
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7. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Statewide Workforce Development Boards (Listing on file)	\$ 4,021,727.00 Total <b>FY09</b> 100% Federal Funds Grantees will receive formula allocated federal funding for the Food Assistance Employment and Training program to assist participants by providing education and training opportunities or job search activities to overcome barriers and obtain, retain employment
2)	George Hartwell for Area Community Service Employment and Training Council Grand Rapids, MI	\$ 190,000.00 Total <b>FY09</b> 100% Federal Funds Grantee will receive funds to address the issue of gang activity that will help youth resist gang involvement. This grant is being issued per Section 440 of Public Act 251 of 2008

8. DEPARTMENT OF NATURAL RESOURCES

1)	Gogebic Range Trail Authority Bessemer, MI	\$ 34,214.00 Total <b>FY09</b> 100% State Restricted Funding to purchase grooming equipment necessary to maintain State-designated trails
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8. DEPARTMENT OF NATURAL RESOURCES continued

2)	Various (Listing on file)	\$ 314,536.75 Total <b>FY09-10</b> 100% Restricted Funding for the enhancement of fisheries habitat in Michigan lakes and streams
----	------------------------------	---

9. DEPARTMENT OF STATE POLICE

1)	Various County Sheriffs and Police Departments (Listing on file)	\$ 1,000,000.00 Total <b>FY09</b> 100% General Fund One-year grant to provide funding for palm scanners
----	--	--

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

10. DEPARTMENT OF COMMUNITY HEALTH

1)	Michigan Oral Health Coalition Lansing, MI	\$ 83,678.00 Amendment \$ 129,568.00 New Total <b>FY09</b> 100% Federal Funds Additional grant funds to provide oral health activities and promotion
2)	Lakeshore Coordinating Council Grand Haven, MI	\$ 62,543.00 Amendment \$ 127,278.00 New Total <b>FY09</b> 100% Federal Funds Additional grant funds to provide permanent rental housing and supportive services to persons who are homeless and have a substance abuse disorder
3)	St. John Health System - Detroit Macomb Campus Detroit, MI	\$ 66,493.00 Amendment \$ 143,830.00 New Total <b>FY08-09</b> 79% Federal Funds 8% State Restricted 13% Local Additional grant funds to provide funding to establish a preventive dental center within an existing child and adolescent health center in Wayne County

10. DEPARTMENT OF COMMUNITY HEALTH continued

4)	Various Vendors	\$ 974,381.00	Amendment
	(Listing on file)	\$115,789,473.00	New Total
		<b>FY09</b>	28.5% State GF
			3.5% State Restricted
			68% Federal
			Additional grant funds to provide access to critical health services to local public health departments

11. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Statewide Workforce	\$ 3,623,259.00	Amendment
	Development Boards	\$ 96,222,590.00	New Total
	(Listing on file)	<b>FY09</b>	100% Federal Funds
			Additional funding to continue providing employment-related supportive services to Jobs, Education and Training Program (JET) participants

12. DEPARTMENT OF NATURAL RESOURCES

1)	Keweenaw Trails Incorporated	\$ 25,175.00	Amendment
	Calumet, MI	\$ 190,175.00	New Total
		<b>FY09</b>	100% State Restricted
			Additional funds to purchase grooming equipment necessary to maintain State-designated trails

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

13. BUREAU OF LOTTERY

- |   |  |
|---|--|
| 1) Pollard Banknote<br>Winnipeg, Manitoba, Canada | \$118,243,065.00 (5 years)<br><b>FY09-14</b> 100% Restricted Funds<br>071I8200304 Components A and B<br>- Instant Tickets and<br>Validation Pull-tab Tickets |
| Trade Products, Inc.<br>Lynnwood, WA              | \$ 10,056,071.00 (5 years)<br><b>FY09-14</b> 100% Restricted Funds<br>071I8200304 Primary Component<br>C - Charitable Pull-Tab Tickets                       |
| International Gamco<br>Omaha, NE                  | \$ 120,632.95 (5 years)<br><b>FY09-14</b> 100% Restricted Funds<br>071I8200304 Secondary<br>Component C - Charitable Pull-<br>Tab Tickets                    |

14. DEPARTMENT OF COMMUNITY HEALTH

- |   |   |
|---|---|
| 1) OP Therapy, Inc.<br>dba In-House Diagnostic<br>Solutions<br>Southfield, MI | \$ 182,340.54 (3 years)<br><b>FY09-12</b> 100% General Funds<br>071I9200001 Radiology Services<br>at Walter P. Reuther Hospital |
|---|---|

15. DEPARTMENT OF EDUCATION

- |  |  |
|--|--|
| 1) Central Michigan University<br>Mt. Pleasant, MI | \$ 50,000.00 (One-Time)<br><b>FY09</b> 30% Federal Funds<br>70% Other - Private Funds<br>071I9200022 Michigan Model<br>Materials |
|--|--|

16. DEPARTMENT OF ENVIRONMENTAL QUALITY

- |   |  |
|---|--|
| 1) Premier Facilities Group<br>Plymouth, MI | \$ 42,295.00 (One-Time)<br><b>FY09</b> 100% General Funds<br>761R9200001 Condensed Filing<br>Systems |
|---|--|

**Withdrawn**

17. DEPARTMENT OF INFORMATION TECHNOLOGY

**Various RE:START Vendors**

**Short-term Staff Augmentation  
Information Technology for  
various departments**

- |  |  |
|--|--|
| 1) 22 <sup>nd</sup> Century Technologies<br>(Ankit Bhurat)<br>East Lansing, MI | NOT TO EXCEED<br>\$ 141,440.00 (1 year)<br><b>FY09</b> 100% Federal Funds<br>071I9200028 For a Senior Web Developer to assist the Department of Human Services in enhancement of a current application used for the Child Development and Care system  |
| 2) Systems Technology<br>(Mohammed Ali)<br>Troy, MI                            | NOT TO EXCEED<br>\$ 149,760.00 (1 year)<br><b>FY09</b> 100% Federal Funds<br>071I9200028 For a Senior Web Developers to assist the Department of Human Services in enhancement of a current application used for the Child Development and Care system |
| 3) Technology Resources<br>(Khadar Pattan)<br>New York, NY                     | NOT TO EXCEED<br>\$ 151,840.00 (1 year)<br><b>FY09</b> 100% Federal Funds<br>071I9200028 For a Senior Web Developers to assist the Department of Human Services in enhancement of a current application used for the Child Development and Care system |
| 4) TekSystems<br>(Scott Larsen)<br>Grand Rapids, MI                            | NOT TO EXCEED<br>\$ 48,618.00 (4 mos 28 dys)<br><b>FY09</b> 100% Revolving Funds<br>071I9200025 For a Security Analyst to assist the Department of Information Technology with the installation of a Security Information and Event Management system  |



17. DEPARTMENT OF INFORMATION TECHNOLOGY continued

5)	WebZion (Hemanth Kumar) Farmington Hills, MI	NOT TO EXCEED \$ 149,760.00 (1 Year) <b>FY09</b> 100% Federal Funds 071I9200028 For a Senior Web Developers to assist the Department of Human Services in enhancement of a current application used for the Child Development and Care system
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18. DEPARTMENT OF NATURAL RESOURCES

1)	Christopher Day Dobyns Haslett, MI	\$ 39,010.00 (9 months) <b>FY09</b> 100% Restricted Funds 071I9200003 Tribal Consultant regarding the 2007 Island Consent Decree
2)	Quanta, Inc. Brighton, MI	\$ 765,255.00 (3 years) <b>FY09-11</b> 100% Restricted Funds 071I9200010 License Stock and Ribbons for the Retail Sales System

19. DEPARTMENT OF STATE POLICE

1)	Promega Corporation Madison, WI	\$ 179,585.00 (One-Time) <b>FY09</b> 100% Federal Funds 071I9200015 Seven DNA Instruments
----	------------------------------------	--

20. DEPARTMENT OF TREASURY

1)	KPMG Corporate Finance, LLC Chicago, IL	\$ 3,235,500.00 (3 years) <b>FY09-12</b> 100% Restricted Funds 071I8200181 Financial & Strategic Consulting Services
----	--	---

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

21. DEPARTMENT OF COMMUNITY HEALTH

1) left blank intentionally

2) Remel, Inc. \$ 95,000.00 Amendment  
Lenexa, KS \$ 329,063.09 New Total  
**FY09-10** 100% Restricted  
071B5200211 Additional funding  
for a one-year option to the  
contract for Microbiological  
Media used to Grow, Isolate and  
Identify Microorganisms

3) Roche Diagnostics Corporation \$ 10,000.00 Amendment  
Indianapolis, IN \$ 472,888.00 New Total  
**FY09** 100% Federal  
071B4200380 Additional funding  
for HIV-1 Monitor Test Kits  
Including Instrumentation  
Rental and Maintenance Program

22. DEPARTMENT OF CORRECTIONS

1) Coca-Cola North America \$ 1,300,000.00 Amendment  
Atlanta, GA \$ 6,311,764.90 New Total  
**FY09-10** 100% General Funds  
071B5200225 Additional funding  
for option year to the contract  
for Coca Cola

23. DEPARTMENT OF ENVIRONMENTAL QUALITY

1)	Canberra Industries, Inc	\$	56,300.00	Amendment
	Meriden, CT	\$	144,380.00	New Total
		<b>FY09-10</b>	100% Restricted Funds	
		071B6200096	Additional funding	
			for a one-year, fifty-week	
			option to the contract for the	
			Service Agreement for	
			Laboratory Equipment	

24. DEPARTMENT OF INFORMATION TECHNOLOGY

1)	Client Network Services, Inc	\$	17,111,259.00	Amendment
	Rockville, MD	\$	84,454,909.00	New Total
		<b>FY09</b>	90% Federal 10% GF	
		071B6200168	Additional funding	
			for additional functionality in	
			the Medicaid Management	
			Information System for	
			Department of Community Health,	
			Medical Services Administration	
2)	Northpointe Institute for	\$	347,300.00	Amendment
	Public Management, Inc.	\$	1,042,300.00	New Total
	Williamsburg, MI	<b>FY09-10</b>	100% General Funds	
		071B6200148	Additional funds	
			for a one-year option to the	
			contract for the Automated	
			Offenders Risk Assessment	
			System	
3)	Various	\$	0.00	Amendment
	(Listing on file)	\$	41,759,727.00	New Total
			Submitted for correction -	
			Nine-month extension of the	
			Critical Information Technology	
			Program Revitalization	
			Prequalified Vendor Program	
			instead of the six-month	
			extension previously approved	

24. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors	Amendment(s) to existing contract(s) for Short-term Staff Augmentation for Information Technology for various departments
<p>4) Dewpoint  (Lorrie Smith)  Lansing, MI</p>	<p>\$ 151,840.00 Amendment  \$ 229,940.00 New Total  <b>FY09</b> 100% Restricted Funds  071B8200157 Additional funding for a one-year option to the contract for a Senior Business Analyst to assist the Department of Labor and Economic Growth, Office of Financial and Insurance Services, in documenting the operational business and current systems process flows for the Office of Financial Insurance Services</p>
<p>5) Konzman Consulting  (Michael Konzman)  Holt, MI</p>	<p>\$ 208,000.00 Amendment  \$ 436,800.00 New Total  <b>FY09</b> 100% Federal Funds  071B8200046 Additional funding for a one-year option to the contract for a Senior Program Manager to assist the Department of Education's Office of Educational Assessment and Accountability, provide technical and project management expertise related to the administration of the Michigan Education Assessment Program,, Michigan's Alternate Assessment Program, Michigan's, English Language Proficiency Assessment and the Michigan Merit Examination assessments</p>

24. DEPARTMENT OF INFORMATION TECHNOLOGY continued

6)	TekSystems	\$	220,000.00	Amendment
	Greg Robbins, Stephen Elmo)	\$	667,040.00	New Total
	Grand Rapids, MI	<b>FY09</b>	58% Federal 42% GF	
		071B6200418	Additional funding for a one-year option to the contract for two Programmer Analysts to assist the Department of Human Services with the programming of their COBOL applications that support the Model Payments System	

25. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Oce North America, Inc.	\$	80,000.00	Amendment
	Livonia, MI	\$	1,238,188.00	New Total
		<b>FY09</b>	100% Revolving Funds	
		071B6200021	Additional funding for Lease/Purchase of Printer Upgrade and Maintenance	

26. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS

1)	Trettco, Inc.	\$	360,000.00	Amendment
	Farmington Hills, MI	\$	3,035,172.60	New Total
		<b>FY09</b>	34% Federal 34% General	
		32% Restricted Funds		
		071B6200150	Additional funding for Food Services	

27. DEPARTMENT OF TRANSPORTATION

1)	National Diagnostics, Inc.	\$	99,500.00	Amendment
	Charlotte, NC	\$	210,000.00	New Total
		<b>FY09-10</b>	100% Restricted Funds	
		071B5200152	Additional funding for a one-year option to the contract for Drug and Alcohol Compliance Assistance	

28. DEPARTMENT OF TREASURY

- |    |   |   |
|----|---|---|
| 1) | Adair Printing Company<br>Dexter, MI      | \$ 99,000.00 Amendment<br>\$ 254,000.00 New Total<br><b>FY09</b> 100% Restricted Funds<br>071B7200226 Additional funding<br>for Printing of Income Tax<br>Books                       |
| 2) | Printwell Acquisition, Inc.<br>Taylor, MI | \$ 102,100.00 Amendment<br>\$ 515,100.00 New Total<br><b>FY09</b> 45% GF 55% Restricted<br>071B6200335 Additional funding<br>for Printing of Income Tax<br>booklets and Related Forms |

SECTION VII - RELEASE OF FUNDS TO WORK ORDER

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

29. DEPARTMENT OF COMMUNITY HEALTH

- 1) Lisa Robert \$148.75

The claimant (08-SAB-159) requests \$148.75 reimbursement for her eyeglasses damaged during an attach by a client. The Department recommends approval of this claim.

30. DEPARTMENT OF CORRECTIONS

Inmate Claims

- 1) Jonathan Cloutier #257407 \$ 49.00

The claimant (08-SAB/DOC-409) requests \$49.00 reimbursement for his necklace lost while under control of the Department. The Department recommends approval of this claim.

- 2) Montrey Davis #265013 \$ 50.00

The claimant (08-SAB/DOC-429) requests \$50.00 reimbursement for his completed hobby craft stuffed teddy bear lost while under control of the Department. . The Department recommends approval of this claim.

30. DEPARTMENT OF CORRECTIONS continued

- 3) Melvin Dicky #205908 \$ 97.65

The claimant (08-SAB/DOC-408) requests \$97.65 reimbursement for his store goods stolen while under control of the Department. The Department recommends approval of this claim.

- 4) Daniel Mastaw #409141 \$ 39.50

The claimant (08-SAB/DOC-433) requests \$39.50 reimbursement for his JL Marcus order never received. The Department recommends approval of this claim.

- 5) Danny Schultz #623049 \$171.59

The claimant (08-SAB/DOC-435) requests \$171.59 reimbursement for his TV damaged while under control of the Department. The Department recommends approval of \$179.00 which was the purchase price.

- 6) Anderson Walker #255489 \$ 49.63

The claimant (08-SAB/DOC-394) requests \$49.63 reimbursement for his Dick Blick order lost while under control of the Department. The Department recommends approval of this claim.

- 7) Jason Yettaw #365357 \$ 26.75

The claimant (08-SAB/DOC-437) requests \$26.75 reimbursement for his JL Marcus order lost while under control of the Department. The Department recommends approval of this claim.

31. DEPARTMENT OF NATURAL RESOURCES

- 1) Jonathan Cohen \$100.00

The claimant (08-SAB-118) requests \$100.00 reimbursement for his insurance deductible after a tree fell on his camper. The Department recommends approval of this claim.

31. DEPARTMENT OF NATURAL RESOURCES continued

- 2) Richard Dupon \$426.00

The claimant (08-SAB-129) requests \$426.00 reimbursement for damage to his motor home when a rock from a lawn mower was imbedded into the fiberglass. The Department recommends approval of this claim.

- 3) Delton Roach \$417.65

The claimant (08-SAB-115) requests \$417.65 reimbursement for damage to his trailer after a power surge. The Department recommends approval of this claim.

32. DEPARTMENT OF STATE POLICE

- 1) Laura Gring \$139.74

The claimant (08-SAB-150) requests \$139.74 reimbursement for her tires after running over stop sticks. The Department recommends approval of this claim.

33. DEPARTMENT OF TRANSPORTATION

- 1) Anthony Jackson \$220.00

The claimant (08-SAB-157) requests \$220.00 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends approval of this claim.

- 2) Karie Mansfield \$999.99

The claimant (08-SAB-158) requests \$999.99 reimbursement for property damage that occurred when an unmaintained ditch flooded with water. The Department recommends approval of this claim.

- 3) Fred Weber \$456.25

The claimant (08-SAB-128) requests \$456.25 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**



## SECTION XI - APPROVAL OF SPECIAL ITEMS

### 34. DEPARTMENT OF ATTORNEY GENERAL

Requests approval for write-offs of 3,839 in Uncollectible Delinquent Restitution Accounts totaling \$6,746,099.07. These debts are barred by the Statute of Limitations in accordance with *MESC v Westphal*.

### 35. DEPARTMENT OF CORRECTIONS

This is reporting an emergency purchase order in accordance with Administrative Guide Procedure 0620.02 - PO #472N8228464 for \$33,533.00 with Detroit Rescue Mission Ministries for the purchase of residential beds for the month of September 2008 for prisoners, parolees and probationers, due to the closing of the Dickerson Jail Facility located in Wayne County.

### 36. DEPARTMENT OF HUMAN SERVICES

left blank intentionally

### 37. DEPARTMENT OF MANAGEMENT AND BUDGET

Report from the Secretary of the State Administrative Board on Unresolved Claims over 90 days old, dated 11/14/08

### 38. DEPARTMENT OF STATE POLICE

The Department reports during the month of October 2008, the following action was taken by the Director regarding claims against the State of Michigan for Personal Property Losses Less than \$500.00 that are delegated to the Department per State Administrative Guide Procedure 0620.02:

D/Trp/Spl. Arthur Williams	Approved
Trp. Tim Permoda	Approved

Th Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L  
A G E N D A

11/20/08 2:30 version

**FINANCE AND CLAIMS COMMITTEE**

November 25, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

December 2, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

. . . . .

This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

1s. DEPARTMENT OF COMMUNITY HEALTH

1)	Morrison Management Specialist, Inc. Farmington Hills, MI	\$ 5,642,104.00 (3 years) <b>FY09-12</b> 100% General Funds 071I8200307 Food Management Services for Walter P. Reuther Psychiatric Hospital
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2s. DEPARTMENT OF HISTORY ARTS, AND LIBRARIES

1)	Computer Systems Eden Prairie, MN	\$ 1,216,532.70 (3 years) <b>FY09-12</b> 100% Revolving Funds 071I8200182 Micrographic (COM) and Digital (COLD) Production for Enterprise Reporting and Storage Services
----	--------------------------------------	---

3s. DEPARTMENT OF INFORMATION TECHNOLOGY

- |    |                                      |  |
|----|--------------------------------------|--|
| 1) | Cognos Corporation<br>Burlington, MA | NOT TO EXCEED<br>\$ 50,520.00 (one-time)<br><b>FY09</b> 100% Revolving Funds<br>071I9200047 Critical<br>Maintenance Request for<br>Maintenance Support for the<br>COGNOS Business Intelligence<br>Software for the DCH Medicaid<br>Program |
| 2) | IBM<br>Lansing, MI                   | NOT TO EXCEED<br>\$ 16,977,964.00 (3 years)<br><b>FY09-12</b> 100% Restricted Funds<br>071I8200091 Hosting Services<br>and Content Management Solution<br>for eMichigan  |

4s. DEPARTMENT OF NATURAL RESOURCES

- |    |  |   |
|----|--|---|
| 1) | Michigan Technological<br>University<br>Houghton, MI | \$ 49,963.00 (6 months)<br><b>FY09</b> 100% Restricted Funds<br>071I8200294 Timber Inventory<br>Plot Design |
|----|--|---|

5s. DEPARTMENT OF STATE POLICE

- |    |  |   |
|----|--|---|
| 1) | Knights Armament Company<br>Titusville, FL | \$ 128,030.00 (One-Time)<br><b>FY09</b> 100% Federal Funds<br>071I8200333 Fourteen In-Line<br>Night Vision Observation<br>Systems |
|----|--|---|

**SECTION VI - DMB SUBMITTED - CONTRACT CHANGES**

6s. DEPARTMENT OF INFORMATION TECHNOLOGY

- |    |                                     |  |
|----|-------------------------------------|--|
| 1) | Gartner Group, Inc.<br>Stamford, CT | \$ 188,100.00 Amendment<br>\$ 917,100.00 New Total<br><b>FY09</b> 100% General Funds<br>071B6200126 Additional funding<br>for IT Research and Advisory<br>Services |
|----|-------------------------------------|--|

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

SECTION VIII - REVISION TO WORK ORDER

SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS

SECTION X - CLAIMS - PERSONAL INJURY LOSS

SECTION XI - APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

# APPROVED

December 2, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

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The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A special meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **December 2, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Iris Lopez, representing Approved \_\_\_\_\_  
Attorney General Cox

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Andi Francato, Glenn Strong, Bureau of State Lottery; Patrick Isom,  
Department of Attorney General; Kelly Larson, Department of  
History, Arts, and Libraries; Jean Shane, Department of Education;  
Sherry Bond, Bob Hall, Elise Lancaster, Janet Rouse, TeAnn Smith,  
Department of Management and Budget; Brian DeBano, Department of  
State; Leon Hank, Amy Meldrum, Department of Transportation; Joe  
Pavona, Department of Treasury; Corina Pena Andorfer, Governor's  
Office; Walt Herzig, Lt. Governor's Office; Martin Dober, Michigan  
Economic Development Corporation

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The Finance and Claims Committee special agenda was presented.

Following discussion, Mr. Liedel moved that the special agenda be  
recommended to the State Administrative Board for approval. The motion  
was supported by Ms. Lopez and unanimously adopted.

Ms. MacDowell adjourned the meeting.

**S P E C I A L  
A G E N D A**

12/1/08 4:34 version

**FINANCE AND CLAIMS COMMITTEE**

December 2, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

December 2, 2008, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

. . . . .

This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

**SECTION I - AGENCY SUBMITTED - NEW CONTRACTS**

**SECTION II - AGENCY SUBMITTED - CONTRACT CHANGES**

**SECTION III - AGENCY SUBMITTED - NEW GRANTS**

1s. MICHIGAN STRATEGIC FUND

Mascoma Corporation  
Boston, MA

\$ 20,000,000.00 Total  
**FY08-09** 100% 21<sup>st</sup> Century Jobs  
Trust Fund  
Five-year grant to establish a  
commercial scale cellulosic  
ethanol facility in Kinross, MI

**SECTION IV - AGENCY SUBMITTED - GRANT CHANGES**

**SECTION V - DMB SUBMITTED - NEW CONTRACTS**

**SECTION VI -. DMB CONTRACT - CHANGES**

**SECTION VII - RELEASE OF FUNDS TO WORK ORDER**

**SECTION VIII - REVISION TO WORK ORDER**

**SECTION IX - CLAIMS - PERSONAL PROPERTY LOSS**

**SECTION X - CLAIMS - PERSONAL INJURY LOSS**

**SECTION XI - APPROVAL OF SPECIAL ITEMS**

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

- - - - -

Ms. MacDowell presented the Finance and Claims Committee Reports for the regular meeting of November 25, 2008, and the special meeting of December 2, 2008. After review of the foregoing Finance and Claims Committee Reports, Ms. MacDowell moved that the Reports covering the regular meeting held November 25, 2008, with the noted correction to the funding on Item 20(1) of the regular agenda and the special meeting held December 2, 2008, be approved. The motion was supported by Ms. Shane and unanimously approved.

# APPROVED

December 2, 2008

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources  
Committee was held at 3:30 p.m. on November 26, 2008. Those present  
being:

Chairperson: Duane Berger, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Brandon Hofmeister, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;  
Cynthia Watson, Department of Natural Resources; Mike Blackledge,  
Keith Brown, Doug Fishell, Connie Hanrahan, Amy Meldrum, Pat  
Scarlett, Department of Transportation

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The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources  
agenda be recommended to the State Administrative Board for approval.  
Supported by Mr. Hofmeister, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Retroactive letters were received from Kirk T. Steudle, the Director  
of the Department of Transportation regarding Items 13 and 15.

Following discussion, Mr. Shell moved that the Transportation regular  
agenda be recommended to the State Administrative Board for approval  
with Items 4 and 5 of the regular agenda contingent upon correction  
of the resolutions and Items 10, 11, and 12 of the regular agenda



Transportation and Natural Resources Committee Report  
November 26, 2008  
Page 2

withdrawn by the Department of Transportation. Supported by Mr. Hofmeister, the motion was unanimously adopted.

Mr. Berger adjourned the meeting.

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - November 26, 2008 - 3:30 P.M.  
State Administrative Board Meeting -December 2, 2008- 11:00 A.M.

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**This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.**

MINERAL LEASES

1. **ONE DIRECT NONMETALLIC (SALT) MINERAL LEASE - NONDEVELOPMENT:** Detroit Salt Company, LLC, of Detroit, Michigan, nonmetallic mineral (salt) lease rights to 70.99 acres, more or less, of state-owned I-75 right-of-way and mineral rights, Private Claims 50, 61, 119, and 524, T02S and T03S, R11E, City of Detroit, Wayne County.

Terms: Ten-year primary term with possible extension, if in the best interest of the state. Rental of \$3.00 per acre for the first five years, minimum royalty of \$10.00 per acre the sixth year (increasing \$5.00 per acre each year to a maximum of \$30.00 per acre), royalty rate of 3.24 percent of the sale value and a bonus consideration of \$709.90 (\$10.00 per acre).

The Acting Chief of Forest, Mineral and Fire Management approved Item 1 on November 7, 2008. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:  
Department of Natural Resources

By: \_\_\_\_\_  
Thomas Wellman, Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 26, 2008– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: December 2, 2008 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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### **CONTRACTS**

1. **HIGHWAYS (Real Estate) – Resolution “A” (Sale to Abutting Owner)**  
Tract 1000, Control Section 50014, Parcel 712, Part A

The subject tract is located in the City of Sterling Heights, Macomb County, Michigan, and contains approximately 2.60 acres. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Melvin Jacobs, consultant appraiser, on September 8, 2006, at \$500,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager on March 24, 2008, at the amount of \$400,000, adjusted for market conditions. The sole abutting owner, B&R Leasing, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$10,000, which represents the minimum bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price is based on the appraised value.

**Risk Assessment:** If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48304.

2. HIGHWAYS (Real Estate) – Resolution “B” (Over the Counter Sale)  
Tract 996, Control Section 50014, Parcels 711 Part B, 711A Part B, 711S Part B

The subject tract is located in the City of Sterling Heights, Macomb County, Michigan, and contains approximately 1.96 acres. The tract was offered for sale at public auction on May 29, 2008, and did not sell. It was approved to be available for over-the-counter sale on May 30, 2008. The tract was appraised by Fred Phlippeau, consultant appraiser, on March 25, 2008, at \$300,000. The appraised tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on April 17, 2008, at the amount of \$300,000. Anthony J. Penna has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$10,000, which represents the maximum bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

**Risk Assessment:** If excess property is not sold, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48304.

3. HIGHWAYS (Real Estate) – Resolution “C” (Radio Tower Sale)  
Radio Tower #1002

The subject radio tower is located in the Township of Elm River, Houghton County, Michigan. The radio tower was built in 1984 and is approximately 300 feet tall. MDOT is currently reviewing its need for radio tower sites and has determined that the subject tower is no longer needed for business purposes. Tom Briggs, Radio Communications Coordinator, completed a Radio Tower Valuation on October 16, 2008, to determine the salvage value of the radio tower. He determined that the useful life of a radio tower is approximately 20 years. The subject tower is over 24 years old and has been fully depreciated. Current bids to remove similar towers are estimated at \$8,500, leaving a salvage value of -\$8,500 for the subject tower. MDOT has offered the radio tower to the Houghton County Road Commission for \$1. This will allow the Houghton County Road Commission to utilize the site for public purposes and save MDOT the expense of removing the tower. MDOT has an easement interest in the property and will retain that interest while selling the radio tower. The radio tower was approved for sale by Roberta Tisdale, Administrator, Department Services Division, on October 27, 2008.

**Criticality:** This transaction is being completed because the radio tower is no longer needed by MDOT.

**Purpose/Business Case:** The purpose of this transaction is to sell the radio tower to the Houghton County Road Commission for \$1. The road commission will utilize the tower for public purposes and save MDOT the expense of removing the tower.

**Benefit:** MDOT will save \$8,500 in removal costs by selling the tower to the Houghton County Road Commission Township for \$1.

**Funding Source:** N/A.

**Commitment Level:** N/A.

**Risk Assessment:** N/A.

**Cost Reduction:** MDOT will save \$8,500 in removal costs by selling the tower to the Houghton County Road Commission for \$1.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49965.

4. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Easement)  
Tract 1194, Control Section 60031, Parcel 60, Part A

The subject tract is located in the Township of Hillman, Montmorency County, Michigan, and contains approximately 0.08 acres. The proposed grant of easement is for Mutual Benefit. Existing Alpena Power Company electrical power lines must be removed and relocated to allow the construction of an MDOT road/bridge project. The transaction was approved by Patrick Scarlett, Supervisor, Program and Property Management Services Unit, Project Development Section, Real Estate Division, on July 29, 2008. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a granting of easement for Mutual Benefit. Existing Alpena Power Company electrical power lines must be relocated to allow the construction of an MDOT road/bridge project. Failure to process this transaction would interfere with the improvement of the Thunder Bay River Bridge and the M-32 corridor in Hillman.

**Purpose/Business Case:** The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of its infrastructure.

**Benefit:** Giving the utility company the use of a portion of MDOT maintenance garage property for the relocation of power lines will allow MDOT to proceed with the construction of an important road and bridge infrastructure project.

**Funding Source:** N/A.

**Commitment Level:** Granting of easement is for Mutual Benefit. No property appraisal was necessary.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state is granting this easement for Mutual Benefit. It will allow the completion of infrastructure improvements.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49746.

5. HIGHWAYS (Real Estate) – Resolution “E” (Relocation of Limited Access Break)  
Tract 1215, Control Section 11053, Parcel 505, Part E

The subject tract is located in the City of St. Joseph, Berrien County, Michigan, and contains approximately 69.59 curvilinear feet. MDOT holds the property right for relocating a break in limited access. The relocation of a limited access break was requested by the abutting owner, Harbor Shores BHBT Land Development, LLC, and by MDOT’s Southwest Region. This mutual benefits transaction will provide Harbor Shores BHBT Land Development, LLC, with a newer and safer drive to access its property; in return, MDOT will close the current access point to the development, thereby alleviating traffic congestion at M-63/Momany Drive. The transaction was approved by Patrick Scarlett, Supervisor, Program & Property Management Services Unit, Project Development Section, Real Estate Division, on November 12, 2008. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** The relocation of the limited access break is the final step in establishing safe vehicular access to the Harbor Shores Development. Failure to process this transaction would interfere with the completion of vehicular access to the Harbor Shores Development, and the traffic congestion along M-63/Momany Drive would continue to pose safety risks to those entering and exiting the drive.

**Purpose/Business Case:** The purpose of relocating a limited access break is to allow state agencies, local units of government, or private parties the use of MDOT’s property while maintaining a safe transportation infrastructure.

**Benefit:** MDOT benefits by alleviating traffic congestion at M-63/Momany Drive while improving the functionality of the transportation infrastructure.

**Funding Source:** N/A.

**Commitment Level:** Relocating this limited access break is mutually beneficial. No property appraisal was necessary.

**Risk Assessment:** Continued congestion of M-63/Momany Drive.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49103.

6. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements

Contract (2009-0077) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the development of the final design for the extension of runway 9/27 and taxiway at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of 20 years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$410,000. Source of Funds: FAA Funds (via block grant) - \$328,000; State Bond Funds - \$71,750; SMRAA Funds - \$10,250.

**Criticality:** The extension of the runway and taxiway is essential to create a safer and more efficient system. Delaying the design phase could result in late 2009 construction or delay the project until 2010.

**Purpose/Business Case:** To provide for the development of engineering plans for the extension of runway 9/27 and taxiway (including Sand Creek Culvert).

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% SMRAA Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49022.

7. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (39010-105079) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at GTW's grade crossing of 6th Street in Kalamazoo County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kalamazoo County Road Commission and approved on October 14, 2008. The total cost of the project is estimated at \$180,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$126,000; FY 2009 State Restricted Trunkline Funds - \$54,000.

**Criticality:** In October 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

**Purpose/Business Case:** To provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of GTW with 6th Street in Kalamazoo County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance public safety as determined necessary by representatives of the Kalamazoo County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660(1)(a), respectively. FHWA Funds - \$126,000; FY 2009 State Restricted Trunkline Funds - \$54,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Kalamazoo County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49087.

8. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (39010-105081) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad, Inc. (GTW), will provide funding for the installation of cantilevered flashing-light signals, half-roadway gates, and all necessary appurtenances at GTW's grade crossing of YZ Avenue in Kalamazoo County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kalamazoo County Road Commission and approved on October 14, 2008. The total cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds (FHWA) - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

**Criticality:** In October 2008, members of a review team determined that the existing passive warning devices needed to be replaced by cantilevered flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

**Purpose/Business Case:** To provide for the installation of cantilevered flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of GTW with YZ Avenue in Kalamazoo County, Michigan. This work is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance public safety as determined necessary by representatives of the Kalamazoo County Road Commission, GTW, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660(1)(a), respectively. FHWA Funds - \$140,000; FY 2009 State Restricted Trunkline Funds - \$60,000.

**Commitment Level:** The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Kalamazoo County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 49087.

9. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (47008-105075) under Master Agreement (94-0805), dated April 24, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of new flashing-light signals, half-roadway gates, and all necessary appurtenances at CSX's grade crossing of Warner Road in Livingston County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Livingston County Road Commission and approved on October 8, 2008. The total cost of the project is estimated at \$190,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$133,000; FY 2009 State Restricted Trunkline Funds - \$57,000.

**Criticality:** In October 2008, members of a review team determined that the existing passive warning devices needed to be replaced by flashing-light signals, half-roadway gates, and all necessary appurtenances to provide appropriate warning for motorists.

**Purpose/Business Case:** To provide for the installation of flashing-light signals, half-roadway gates, and all necessary appurtenances at the existing grade crossing of CSX with Warner Road in Livingston County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Livingston County Road Commission, CSX, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds- \$133,000; FY 2009 State Restricted Trunkline Funds- \$57,000.

**Commitment Level:** The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

**Risk Assessment:** If this authorization is not approved, identified safety risks will not be addressed.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Livingston County Road Commission.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48836.



10. \*AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (2005-0143/A2) between MDOT, US Bio Woodbury, LLC, and VeraSun Woodbury, LLC, will provide for the reassignment of the contract responsibilities from US Bio Woodbury, LLC, to VeraSun Woodbury, LLC, as the result of the company's name change. The original contract provides financial assistance in the form of a loan under the Michigan Rail Loan Assistance Program (MiRLAP) for the construction of portions of two railroad turnouts and three spur tracks and the purchase of a rail scale to serve an ethanol production facility in Woodland Township, Barry County. The contract term remains unchanged, from May 20, 2005, until one year after the last obligation between the parties has been fulfilled or until the contract is terminated. The contract amount remains unchanged at \$595,625. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; VeraSun Woodbury, LLC, Funds - \$89,344.

**Criticality:** Since the name change was effective April 9, 2008, approval of this amendment is necessary to clearly identify the responsible party to the contract.

**Purpose/ Business Case:** This novation will provide for the reassignment of the contract responsibilities from US Bio Woodbury, LLC, to VeraSun Woodbury, LLC, to accommodate a corporate name change.

**Benefit:** This novation will make it clear that compliance with the terms of the contract is now the responsibility of VeraSun Woodbury, LLC.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$506,281; VeraSun Woodbury, LLC Funds - \$89,344.

**Commitment Level:** The contract loan amount is based on estimates; however, payments will be based on actual costs not to exceed \$506,281.

**Risk Assessment:** The purpose of this novation is to recognize a corporate name change and to reassign the contract responsibilities.

**Cost Reduction:** The contract provides loan funding under MiRLAP to make infrastructure improvements. As the loan is repaid, funds are returned to the revolving fund and made available for other MiRLAP projects.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48849.

11. \*AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (2005-0148/A2) between MDOT, US Bio Woodbury, LLC, and VeraSun Woodbury, LLC, will provide for the reassignment of the contract responsibilities from US Bio Woodbury, LLC, to VeraSun Woodbury, LLC, as the result of the company's name change. The original contract provides financial assistance in the form of a loan for the construction of three spur tracks and two turnouts for the improvement of rail freight transportation and the promotion of economic development in Woodland Township, Barry County. This project will provide rail access to the newly built ethanol production plant. The contract term remains unchanged, from May 20, 2005, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount remains unchanged at \$698,000. MDOT's loan to VeraSun Woodbury, LLC, is \$349,000 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if VeraSun Woodbury, LLC, meets its commitment to ship and/or receive 850 rail-carloads of freight annually. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; VeraSun Woodbury, LLC, Funds - \$349,000.

**Criticality:** Since the name change was effective April 9, 2008, approval of this amendment is necessary to clearly identify the responsible party to the contract.

**Purpose/Business Case:** This novation will provide for the reassignment of the contract responsibilities from US Bio Woodbury, LLC, to VeraSun Woodbury, LLC, to accommodate a corporate name change.

**Benefit:** This novation will make it clear that compliance with the terms of the contract is now the responsibility of VeraSun Woodbury, LLC.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$349,000; VeraSun Woodbury, LLC, Funds - \$349,000.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The purpose of this novation is to recognize a corporate name change and to reassign the contract responsibilities.

**Cost Reduction:** MDOT will reimburse 50 percent of eligible costs, up to the contract maximum. Work was competitively bid by US Bio Woodbury, LLC.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48849.

12. \*AERONAUTICS AND FREIGHT (Freight) - Extension of Project Completion Period

Amendatory Contract (2007-0664/A1) between MDOT and the City of Bangor will extend the project completion period by one year to provide sufficient time for the City of Bangor to complete the construction phase of the project. The additional time is needed because the construction plans for the project are under review and awaiting approval from the serving rail carrier, which has delayed the project. The original contract provides financial assistance in the form of a loan to the City of Bangor for the construction of a dual rail siding, 705 feet of new track off the main line and an additional 475 feet off the 705-foot line, to provide rail access to the newly built Michigan BioDiesel, LLC, facility. The revised project completion period will be October 4, 2007, through October 3, 2009. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Michigan BioDiesel, LLC, meets its annual shipping commitment. The contract term remains unchanged, from October 4, 2007, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$239,257, or up to 50 percent of the project cost, which is estimated at \$478,514, whichever is less. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$239,257; City of Bangor Funds - \$239,257.

**Criticality:** Approval of this amendment is critical to enable the construction work to be completed before October 3, 2009. This project will provide rail access to the newly built Michigan BioDiesel facility and allow the company to remain competitive with transportation costs, which is critical to the economic survivability of the biofuel production plant.

**Purpose:** To extend the project completion period by one year to provide sufficient time for the City to complete the project.

**Benefit:** Increased local tax revenues and the creation of 24 full-time jobs in the city of Bangor.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$239,257; City of Bangor Funds - \$239,257.

**Commitment Level:** The contract is based on an estimate from the applicant. Work was competitively bid by the City of Bangor.

**Risk Assessment:** If this amendment is not approved, the City of Bangor would be in noncompliance with the terms of the original contract and ineligible for the loan funding, which could impact its overall business plans. An opportunity could be lost to create jobs, increase local tax revenues, and stimulate economic growth in the area.

**Cost Reduction:** The project was awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49013.

13. \*AERONAUTICS AND FREIGHT (Freight) - Port Authority Operating Assistance

**Retroactive Contract** (2009-0082) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide funding to help finance DWCPA's FY 2009 operations (63 days retroactive). This funding is provided under the provisions of 1978 PA 639. Retroactive approval is necessary to provide continuation of ongoing port operations without interruption. The contract is retroactive because DWCPA's Board of Directors did not approve DWCPA's 2008-2009 operating budget until October 22, 2008. The contract will be in effect from October 1, 2008, through September 30, 2009. The contract amount will be \$500,000. Source of Funds: FY 2009 State Restricted Comprehensive Transportation Funds - \$500,000.

**Criticality:** Approval of this contract is critical to the continued operation of the Port of Detroit. MDOT is obligated to provide limited funding as provided in the 2008-2009 Appropriations Act.

**Purpose/Business Case:** To provide financial assistance to DWCPA, pursuant to 1978 PA 639, for marketing and promoting domestic and foreign trade through the Port of Detroit for FY 2009.

**Benefit:** Enhanced economic opportunities for the City of Detroit, Wayne County, and the State of Michigan by promoting and facilitating the movement of goods through the use of all transportation modes; by promoting and developing the transportation, industrial, recreational, and commercial facilities within DWCPA's jurisdiction for the benefit of the citizens of the State of Michigan.

**Funding Source:** FY 2009 State Restricted Comprehensive Transportation Funds - \$500,000.

**Commitment Level:** This contract is based on cost estimates and is limited to the line item appropriation amount.

**Risk Assessment:** Not undertaking this project would reduce the economic benefits accruing to the city, county, and state from domestic and foreign trade that comes through the Port of Detroit.

**Cost Reduction:** In accordance with the provisions of PA 639 of 1978, MDOT can match only the total of equal shares (25 percent) contributed by the city and county for a total MDOT match of 50 percent of the budget up to \$500,000.

**Selection:** N/A.

**New Project Identification:** This contract will provide for the continuation of port services.

**Zip Code:** 48214.

14. HIGHWAYS - Time Extension

**Amendatory Contract** (99-0344/A8) between MDOT and Orchard, Hiltz & McClimment, Inc., will extend the contract term by three years to provide sufficient time for the consultant to complete the design of the Walton Road Bridge. The additional time is needed because the project was put on hold during the design phase. The design work is 75 percent complete, and it would not be cost effective to allow the contract to expire and to hire another consultant to finish the design work at a later date. The amendment will allow the consultant to complete the design work when funding becomes available. The original contract provides for the design of the Walton Road Bridge over I-75 in the city of Auburn Hills. The revised contract term will be November 18, 1999, through December 31, 2011. The contract amount remains unchanged at \$2,695,616.23. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** It is critical that this time extension be approved before the original contract expires on December 31, 2008.

**Purpose/Business Case:** To extend the contract term to allow the consultant to complete the design of the Walton Road Bridge over I-75 in the city of Auburn Hills when funding becomes available; the project has been deferred.

\* Denotes a non-standard contract/amendment

**Benefit:** It will be more cost effective to allow this consultant to complete the design plans than to hire another consultant at a later date.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved and the original design consultant is not retained, it could be necessary to hire another consultant to complete the design work and costs would increase significantly.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48326.

15. HIGHWAYS - IDS Engineering Services

**Retroactive** Authorization Revision (Z14/R1) under Contract (2004-0156) between MDOT and Parsons Transportation Group, Inc., of Michigan will extend the authorization term by approximately one year to allow the consultant to be reimbursed for traffic optimization services performed outside the term of the authorization (1 year, 179 days retroactive). Additional time was needed because the modernization of traffic signals along the M-39 corridor interrupted the progress of this project, as the travel time runs had to be postponed until after the modernization work was completed. The original authorization, which expired on June 6, 2007, provided for traffic signal optimization services to be performed for signals along M-39 (Southfield Road) from Fort Street to Freeway Segment and along US-24 (Telegraph Road) from south Wayne county line to Ford Road, Wayne County (CS 82900 - JN 83053). The revised authorization term will be October 21, 2005, through June 6, 2008. The authorization amount remains unchanged at \$329,046.25. The contract term is June 7, 2004, through June 6, 2008. Source of Funds: 100% Federal Highway Administration Funds.

This revision is retroactive because of miscommunication between the MDOT project manager and the MDOT contract administrator.

**Criticality:** This revision will allow the consultant to be reimbursed for the traffic optimization services performed in good faith outside the term of the authorization. The services were necessary to ensure that a comprehensive completion of after-runs and evaluations was achieved.

**Purpose/Business Case:** The modernization of traffic signals along the M-39 corridor interrupted the progress of this project, as the travel time runs had to be postponed until after the modernization work was completed.

**Benefit:** This revision will allow the consultant to be reimbursed for services provided.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the consultant cannot be reimbursed for services provided.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

16. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0026/A2) between MDOT and URS Corporation Great Lakes will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including traffic signal optimization work under authorization (Z22). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be December 20, 2004, through January 19, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The IDS contract will expire on January 19, 2009. If the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended, and traffic signal optimization work under authorization (Z22) cannot be completed.

**Purpose/Business Case:** To extend the contract term by two years to allow authorizations issued under the contract to be extended as needed. No new authorizations will be issued under this contract.

**Benefit:** Will allow authorizations issued under the IDS contract to be extended as needed, pending State Administrative Board approval, as applicable.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including traffic signal optimization work under authorization (Z22).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

17. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z22/R2) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will extend the authorization term by two years to provide sufficient time for the consultant to complete the services. The additional time is needed because the M-8 corridor is being used as a detour route for the I-75 Gateway Project, which has delayed the optimization work. The original authorization provides for traffic signal optimization and program management services to be performed for signals along M-8, M-10, M-53, and M-97 in the Metro Region (CS 82900 - JN 83054C). The revised authorization term will be September 27, 2005, through January 19, 2011. The authorization amount remains unchanged at \$271,158.76. The contract term will be December 20, 2004, through January 19, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

**Criticality:** This authorization will expire on January 19, 2009. If the revision is not approved, the consultant will not be able to complete the services, the new timings will not be implemented upon the completion of the Gateway Project, and the project could be compromised.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for the consultant to complete the implementation of the new timings upon the completion of the Gateway Project.

**Benefit:** Will provide sufficient time for the consultant to complete the implementation of the new timings.

\* Denotes a non-standard contract/amendment

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, the services cannot be completed and the project may be compromised.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

18. HIGHWAYS - IDS Time Extension

Amendatory Contract (2006-0133/A1) between MDOT and HNTB Michigan, Inc., will extend the term of the indefinite delivery of services (IDS) contract by two years to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z4). (See following item.) The original contract provides for engineering services for which the consultant is prequalified to be performed on an as needed/when needed basis. The revised contract term will be February 9, 2006, through February 8, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** The IDS contract will expire on February 8, 2009. If the IDS contract is not extended, authorizations issued under the IDS contract cannot be extended, and work under authorization (Z4) cannot be completed.

**Purpose/Business Case:** To extend the contract term by two years to allow authorizations issued under the contract to be extended as needed. No new authorizations will be issued under this IDS contract.

**Benefit:** Will allow authorizations issued under the IDS contract to be extended as needed, pending State Administrative Board approval, as applicable.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, authorizations issued under the IDS contract cannot be extended as needed and the consultant will not be able to complete ongoing projects for which additional time is needed, including work under authorization (Z4).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z4/R1) under Contract (2006-0133) between MDOT and HNTB Michigan, Inc., will extend the authorization term by two years to provide sufficient time for the consultant to complete the project. The additional time is needed because the project was delayed by the emergency replacements of towers on which hardware is to be mounted. The original authorization provides for the design of a Vehicle-Infrastructure Integration (VII) Test Bed wireless network along I-696, the M-5 connector, and 12 Mile Road in Oakland County (CS 84917 - JN 32620C). The revised authorization term will be December 13, 2006, through February 8, 2011. The authorization amount remains unchanged at \$388,035. The contract term will be February 9, 2006, through February 8, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

**Criticality:** The authorization will expire on February 8, 2009. If the revision is not approved and the services are not completed, the project could be compromised.

**Purpose/Business Case:** To extend the authorization by two years to provide sufficient time for the consultant to complete the services. The additional time is needed because the project was delayed by the emergency replacements of towers on which hardware is to be mounted. The towers are currently under construction; when the replacement towers are completed and accepted, the hardware can be mounted.

**Benefit:** Will provide sufficient time for the services to be completed.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Highway Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved and the services are not completed, the project could be compromised.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z31) under Contract (2007-0676) between MDOT and Wade Trim Associates, Inc., will provide for road design survey scoping services to be performed for wall monitoring along I-696 from US-24 to I-75, Oakland County (CS 63103 - JN 1034460). The work items include site reviews, analysis of findings, and report preparation. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$161,424.67. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** This project consists of survey scoping of walls along I-696 to identify locations with possible structural failures so that repairs can be made to ensure safe roadway conditions. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for road design survey scoping services to be performed for wall monitoring along I-696 from US-24 to I-75 in Oakland County.

**Benefit:** Will enable MDOT to identify structural failures and estimate the work needed to accurately improve the safety of the existing walls.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, failing walls could fall onto the freeway without warning and endanger motorists.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48034.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0108) between MDOT and NTH Consultants, Ltd., will provide for as-needed bridge inspection services to be performed in the Metro Region. The work items will include site inspections (including steel beam end, concrete deck, and sub structure inspection), nondestructive and scour testing, and report preparation. The authorization will be in effect from the date of award through January 23, 2011. The authorization amount will be \$145,992.16. The contract term is January 24, 2008, through January 23, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This authorization will provide for the inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety and meet federal requirements.

**Benefit:** This authorization will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0177) between MDOT and T. Y. Lin International Great Lakes, Inc., will provide for as-needed bridge inspection services to be performed in the Metro Region. The work items will include site inspections (including steel beam end, concrete deck, and sub structure inspection), nondestructive and scour testing, and report preparation. The authorization will be in effect from the date of award through March 19, 2011. The authorization amount will be \$145,968.62. The contract term is March 20, 2008, through March 19, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This authorization will provide for the inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety and meet federal requirements.

**Benefit:** This authorization will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

\* Denotes a non-standard contract/amendment



**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2008-0257) between MDOT and URS Corporation Great Lakes will provide for as-needed bridge inspection services to be performed in the Metro Region. The work items will include site inspections (including steel beam end, concrete deck, and sub structure inspection), nondestructive and scour testing, and report preparation. The authorization will be in effect from the date of award through June 2, 2011. The authorization amount will be \$145,991.58. The contract term is June 3, 2008, through June 2, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This authorization will provide for the inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety and meet federal requirements.

**Benefit:** This authorization will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0413) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for as-needed bridge inspection services to be performed in the Metro Region. The work items will include site inspections (including steel beam end, concrete deck, and sub structure inspection), nondestructive and scour testing, and report preparation. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$145,990.58. The contract term is July 15, 2008, through July 15, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This authorization will provide for the inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety and meet federal requirements.

**Benefit:** This authorization will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0415) between MDOT and TranSystems Corporation of Michigan will provide for as-needed bridge inspection services to be performed in the Metro Region. The work items will include site inspections (including steel beam end, concrete deck, and sub structure inspection), nondestructive and scour testing, and report preparation. The authorization will be in effect from the date of award through July 14, 2011. The authorization amount will be \$146,000. The contract term is July 15, 2008, through July 14, 2011. Source of Funds: Federal Highway Administration (FHWA) Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This authorization will provide for the inspection of structures in the Metro Region to ensure compliance with FHWA regulations. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge inspections in the Metro Region to ensure public safety and meet federal requirements.

**Benefit:** This authorization will provide valuable information to the Metro Region on the conditions of some of the state's most traveled bridges.

**Funding Source:** FHWA Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If these services are not performed, the state may not be in compliance with federal regulations and federal funding could be lost.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

26. HIGHWAYS - Design Engineering Services

Contract (2008-0517) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the reconstruction of US-24 from Square Lake Road to Old Telegraph Road, Oakland County (CS 63052 - JN 85538C). The work items include preparing required plans, maintaining traffic and construction staging plans, permanent non-freeway signing plans, traffic signal plans, right-of-way plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The contract will be in effect from the date of award through December 31, 2010. The contract amount will be \$809,643.97. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This project is to be packaged for construction with another project immediately to the south of this one. By having a single construction package, the motorists would be affected for only one construction season instead of multiple years. However, in order to meet the schedule of the adjacent project, the design for this project must be expedited. This project is critical to improve safety and reduce maintenance costs for this area. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

**Purpose/Business Case:** To provide for design services to be performed for the reconstruction of US-24 from Square Lake Road to Old Telegraph Road, Oakland County.

**Benefit:** Will improve pavement conditions and provide a safer and more efficient roadway. Currently, a significant amount of money is being spent to maintain this section of US-24. If this project is constructed, the maintenance costs would be significantly reduced. The ride quality and aesthetic characteristics of the corridor will be dramatically enhanced.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48302.

27. HIGHWAYS - Participation for Local Agency Contract

Contract (2008-5432) between MDOT and the City of Grand Rapids will provide for participation in the following improvements:

Traffic Operations Center work, including general operation, communications, and equipment management work.

Estimated Funds:

Federal Highway Administration Funds	\$283,400
City of Grand Rapids Funds	<u>\$ 70,800</u>
Total Funds	<u>\$354,200</u>

CM 41400 – 102399; Kent County

No Letting

**Criticality:** The funding is being used in conjunction with this project to improve air quality by minimizing traffic congestion and delays. Delaying this project would adversely affect Michigan's goal to meet and maintain air quality standards and to limit emissions of hazardous and toxic pollutants.

**Purpose/Business Case:** To provide for the operation and maintenance of a traffic system management center.

**Benefit:** Continued maintenance of system whose intent is to maximize efficiency of traffic operations and increase safety.

**Funding Source:** Federal Congestion Mitigation and Air Quality Funds and City of Grand Rapids Funds.

**Commitment Level:** \$284,000 not to exceed 80% federal and the balance by the City of Grand Rapids.

**Risk Assessment:** Without this contract, the City cannot receive these federal funds.

**Cost Reduction:** Local agency to perform the work. Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Continued maintenance of existing traffic management system.

**Zip Code:** 49503.

28. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5439) between MDOT and the Cheboygan County Road Commission will provide for participation in the following improvements:

Guardrail upgrading work along Woiderski Road from approximately 0.37 miles west of North Riggsville Road easterly to North Riggsville Road and along Friendly Drive from Silver Lake Road southerly approximately 0.43 miles.

Estimated Funds:

Federal Highway Administration Funds	\$64,000
Cheboygan County Road Commission Funds	<u>\$16,000</u>
Total Funds	<u>\$80,000</u>

STH 16609 - 102154  
Local Force Account

**Criticality:** This work is intended to protect vehicular traffic. Delaying this project would adversely affect motorist safety.

**Purpose/Business Case:** To improve roadside safety.

**Benefit:** Improved roadside safety.

**Funding Source:** Federal Surface Transportation Program Funds and Cheboygan County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Cheboygan County Road Commission.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadside.

**Zip Code:** 49721.

29. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5440) between MDOT and the Cheboygan County Road Commission will provide for participation in the following improvements:

Guardrail installation work along South Black River Road from approximately 0.02 miles south of Lyons Road northerly to approximately 0.11 miles north of Lyons Road.

Estimated Funds:

Federal Highway Administration Funds	\$24,900
Cheboygan County Road Commission Funds	<u>\$ 6,200</u>
Total Funds	<u>\$31,100</u>

STH 16609 - 104494  
Local Force Account

**Criticality:** This work is intended to protect vehicular traffic. Delaying this project would adversely affect motorist safety.

**Purpose/Business Case:** To improve roadside safety.

**Benefit:** Improved roadside safety.

\* Denotes a non-standard contract/amendment

**Funding Source:** Federal Surface Transportation Program Funds and Cheboygan County Road Commission Funds.  
**Commitment Level:** 80% federal, 20% Cheboygan County Road Commission.  
**Risk Assessment:** Without this contract, the County cannot receive these federal funds.  
**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing roadside.  
**Zip Code:** 49721.

30. HIGHWAYS - Participation for Local Agency Construction Contract  
 Contract (2008-5449) between MDOT and the Schoolcraft County Road Commission will provide for participation in the following improvements:

Aggregate surfacing, subbase, and slope restoration work along County Road 447 (Grant Road) from the west Mackinac county line westerly approximately 0.5 miles.

Estimated Funds:

Federal Highway Administration Funds	\$74,200
Schoolcraft County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$92,800</u>

STL 75052 - 102933  
 Local Force Account

**Criticality:** Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.  
**Purpose/Business Case:** To preserve and extend the life of the roadway.  
**Benefit:** Improved and extended life of roadway.  
**Funding Source:** Federal Surface Transportation Program Funds and Schoolcraft County Road Commission Funds.  
**Commitment Level:** 80% federal, 20% Schoolcraft County Road Commission.  
**Risk Assessment:** Without this contract, the County cannot receive these federal funds.  
**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.  
**Selection:** N/A.  
**New Project Identification:** Improvement of existing roadway.  
**Zip Code:** 49836.

31. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5450) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Aggregate surfacing, subgrade strengthening, and drainage improvement work along Swede Road from approximately 4.5 miles east and north of Highway M-129 northerly approximately 0.5 miles.

Estimated Funds:

Federal Highway Administration Funds	\$74,600
Mackinac County Road Commission Funds	<u>\$18,600</u>
Total Funds	<u>\$93,200</u>

STL 49042 - 84628  
Local Force Account

**Criticality:** Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.

**Purpose/Business Case:** To preserve and extend life of roadway.

**Benefit:** Improved and extended life of roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Mackinac County Road Commission.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49719.

32. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5451) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Aggregate surfacing, subgrade strengthening, and drainage improvement work along East Lake Road from approximately 0.5 miles north of Charles Moran Road northerly approximately 0.5 miles.

Estimated Funds:

Federal Highway Administration Funds	\$72,400
Mackinac County Road Commission Funds	<u>\$18,100</u>
Total Funds	<u>\$90,500</u>

STL 49055 - 84640  
Local Force Account

**Criticality:** Rehabilitation of the roadway is necessary to prevent failure of the pavement structure. Delaying this project would adversely affect motorist safety.

**Purpose/Business Case:** To preserve and extend the life of the roadway.

**Benefit:** Improved and extended life of roadway.

**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Mackinac County Road Commission.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49760.

33. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2008-5452) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Culvert extensions, guardrail removal, and slope flattening work at Hiawatha Trail (H-40) over Three Mile Creek.

Estimated Funds:

Federal Highway Administration Funds	\$55,300
Mackinac County Road commission Funds	<u>\$13,800</u>
Total Funds	<u>\$69,100</u>

STH 49609 - 87715

Local Force Account

**Criticality:** This work is intended to improve drainage and provide a roadside area for safe use by an errant vehicle. Delaying this project would adversely affect motorist safety.

**Purpose/Business Case:** To improve drainage and roadside safety.

**Benefit:** Improved drainage and roadside safety.

**Funding Source:** Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Mackinac County Road Commission.

**Risk Assessment:** Without this contract, the County cannot receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadside.

**Zip Code:** 49827.

34. HIGHWAYS – Local Jobs Today Program Loan Time Extension

Amendatory Contract (2008-8900) between MDOT and the Ionia County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the county in financing the following transportation infrastructure improvements:

PART A

Hot mix asphalt resurfacing work along Cyrus Street from approximately 85 feet south of Fargo Street northerly to North Street, along David Highway from approximately 95 feet east of Highway M-66 easterly to approximately 55 feet west of Kelsey Highway, along Jefferson Road from approximately 50 feet north of Fargo Street northerly to approximately 2190 feet north of Fargo Street, along Kelsey Highway from approximately 55 feet north of David Highway northerly to approximately 135 feet south of Tuttle Road, and along Lincoln Avenue from approximately 6285 feet west of Highway M-21 easterly to approximately 80 feet west of Highway M-21.

PART B

Hot mix asphalt resurfacing work along Cemetery Road from approximately 2175 feet south of Highway M-50 northerly to approximately 50 feet south of Highway M-50, along Grand River Avenue from approximately 40 feet west of Kyser Road easterly to approximately 120 feet west of Nash Highway, along Sayles Road from approximately 65 feet east of Montcalm Avenue easterly to approximately 225 feet west of Marble Road, and along Hayes Road from approximately 140 feet north of Highway M-21 northerly to approximately 70 feet north of Nickle Plate Road.

The purpose of this amendment is to extend the loan repayment period for the Part B portion of the project by one year, through September 30, 2010. The expiration date of September 30, 2010, for the Part A portion of the project does not change. The contract amount remains unchanged at \$375,000 for the Part A portion of the project and at \$369,800 for the Part B portion of the project. Source of Funds: LJT Funds - \$375,000 for Part A; \$369,800 for Part B.

STUL 34445 - 89588; STL 34000 – 89863  
Amendment

**Criticality:** This loan will expire on September 30, 2009, for the Part B portion of the project. Federal funding applicable to the Part B portion of the project will be used to pay the principal of the loan and is not available until fiscal year 2010. Without the extension, the County will not be able to follow through on its intention of covering the principal cost of the loan with federal aid associated with the construction of the Part B portion of this transportation project.

**Purpose/Business Case:** To extend the contract term by one year for the Part B portion of the project to provide sufficient time for the applicable federal funding to become available for payment of the loan principal.

**Benefit:** Will provide sufficient time for the federal funding applicable to the Part B portion of the project to become available for payment of the loan principal.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.

**Risk Assessment:** If this extension is not approved, the County will not be able pay back the principal on the loan using federal funding associated with the Part B portion of the project.

**Cost Reduction:** The loan only covers costs for which the current estimated federal funding applicable to the project is not yet available.



**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48846.

35. HIGHWAYS – Local Jobs Today Program Loan Time Extension

Amendatory Contract (2008-8901) between MDOT and the Kalamazoo County Road Commission will provide state loan funds under the Local Jobs Today (LJT) Program to assist the county in financing the following transportation infrastructure improvements:

Reconstruction and realignment work along 38<sup>th</sup> Street from MN Avenue to Climax Drive.

The purpose of this amendment is to extend the loan repayment period by one year, through September 30, 2010. The contract amount remains unchanged at \$1,125,200. Source of Funds: LJT Funds - \$1,125,200.

EDDF 39555 – 82835

Amendment

**Criticality:** This loan will expire on September 30, 2009. Federal funding applicable to the project will be used to pay the principal of the loan and is not available until fiscal year 2010. Without the extension, the County will not be able to follow through on its intention of covering the principal cost of the loan with federal aid associated with the construction of this transportation project.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the applicable federal funding to become available for payment of the loan principal.

**Benefit:** Will provide sufficient time for the federal funding applicable to the project to become available for payment of the loan principal.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.

**Risk Assessment:** If this extension is not approved, the County will not be able pay back the principal on the loan using federal funding associated with the project.

**Cost Reduction:** The loan only covers costs for which the current estimated federal funding applicable to the project is not yet available.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49034.

36. HIGHWAYS – Local Jobs Today Program Loan Time Extension

Amendatory Contract (2008-8902) between MDOT and the Village of Millington will provide state loan funds under the Local Jobs Today (LJT) Program to assist the village in financing the following transportation infrastructure improvements:

Reconstruction work along Main Street from Blocher Street easterly to the Huron and Eastern Railway tracks.

The purpose of this amendment is to extend the loan repayment period by one year, through September 30, 2010. The contract amount remains unchanged at \$200,700. Source of Funds: LJT Funds - \$200,700.

STL 79019 – 51688; Tuscola County

Amendment

**Criticality:** This loan will expire on September 30, 2009. Federal funding applicable to the project will be used to pay the principal of the loan and is not available until fiscal year 2010. Without the extension, the City will not be able to follow through on its intention of covering the principal cost of the loan with federal aid associated with the construction of this transportation project.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the applicable federal funding to become available for payment of the loan principal.

**Benefit:** Will provide sufficient time for the federal funding applicable to the project to become available for payment of the loan principal.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project, which is not currently available.

**Risk Assessment:** If this extension is not approved, the City will not be able pay back the principal on the loan using federal funding associated with the project.

**Cost Reduction:** The loan only covers costs for which the current estimated federal funding applicable to the project is not yet available.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48746.

37. HIGHWAYS - IDS Engineering Services

Contract (2009-0078) between MDOT and Soil and Materials Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

38. HIGHWAYS - IDS Engineering Services

Contract (2009-0079) between MDOT and HH Engineering, Ltd., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

39. \*HIGHWAYS (Maintenance) – Increase Amount

Amendatory Contract (2007-0875/A1) between MDOT and the Village of Laurium will increase the contract amount by \$50,000 to provide for the construction of a containment pad that was included in the advertisement but was not included in the original engineer's estimate. The original contract provides for the construction of a chemical storage facility for the storage of bulk chemicals to be used on state trunkline highways and county roads in the Village of Laurium. The contract term remains unchanged, March 13, 2008, through March 12, 2010. The revised contract amount will be \$150,000. Source of Funds: 43% State Restricted Trunkline Funds and 57% Village of Laurium Funds.

**Criticality:** Due to budget constraints, the construction of the shed was postponed for over a year. After the budget was approved, work was advertised and the bids came in higher than the original engineer's estimate. To meet federal guidelines, a containment pad was required. The bid price includes the cost of the construction of the needed containment pad. The chemical storage facility is essential to the operation and maintenance of state trunkline highways in the Village of Laurium.

**Purpose/Business Case:** To adjust the cost shared for this contract.

**Benefit:** The contract will be updated to reflect actual cost and usage.

**Funding Source:** 43% State Restricted Trunkline Funds and 57% Village of Laurium Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost was determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** If the amendment is not approved, the contract will not reflect actual costs and usage.

**Cost Reduction:** Construction of the chemical storage facility was monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**Project Identification:** This is not a new project.

**Zip Code:** 49913.

40. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2008-0552) between MDOT and the Sanilac County Road Commission will provide for the construction of a chemical storage facility in the City of Sandusky, Sanilac County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 53% State Restricted Trunkline Funds and 47% Sanilac County Road Commission Funds.

**Criticality:** Chemical storage facilities are essential to the operation and maintenance of state trunkline highways and county roads, particularly in the winter. If this facility is not constructed, maintenance of the state trunklines and county roads will be delayed, which could result in unsafe road conditions.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility in the city of Sandusky. The chemical storage building will be a concrete wall with wood roof with a capacity of approximately 1600 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Will provide for the most cost-effective and efficient way of delivering winter operation activities to the area.

**Funding Source:** 53% State Restricted Trunkline Funds and 47% Sanilac County Road Commission Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Sanilac County. Failure to approve this contract and construct the facility would result in the lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 48471.

41. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2009-0084) between MDOT and Market Street Land Services, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
42. \*MACKINAC BRIDGE AUTHORITY - Fiber Optic Cable Facilities License  
Contract (2008-0473) between the Mackinac Bridge Authority (MBA) and Charter Communications Operating, LLC, will provide for a limited license arrangement for various communications services on unused fiber optic cables owned by the MBA. The MBA has constructed and operates fiber optic cable facilities across the Mackinac Bridge, which lies between Lake Michigan on the west and Lake Huron on the east. Charter Communications Operating, LLC, is in the business of providing various communication services. This contract will be in effect from the date of award through December 31, 2013. This is a revenue contract; the MBA will be paid \$145,047.83 over a five-year period.

**Criticality:** The MBA desires to lease excess fibers to interested parties to generate funds to help operate and maintain the Mackinac Bridge.

**Purpose/Business Case:** To provide for a limited license arrangement for various communications services on unused fiber optic cables owned by the MBA. The MBA has constructed and operates fiber optic cable facilities across the Mackinac Bridge, which lies between Lake Michigan on the west and Lake Huron on the east. Charter Communications Operating, LLC, provides various communication services.

**Benefit:** This is a revenue contract; the MBA will be paid \$145,047.83 over a five-year period.

**Funding Source:** 100% Charter Communications Operating, LLC, Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the MBA will lose needed revenue for the Mackinac Bridge, and an opportunity will be lost to improve the communication services provided in the area.

**Cost Reduction:** This is a revenue contract.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48781.

43. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (92-2210/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of land and building improvements, funding in the amount of \$33,427, which represents the remaining useful life value of the land and building improvements, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z17). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 1992 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be from December 3, 1992, through December 2, 1996, and from January 1, 2009, through June 30, 2009. No costs will be incurred between December 2, 1996, and January 1, 2009. The revised contract amount will be \$177,893. Source of Funds: Federal Transit Administration (FTA) Funds - \$142,314; FY 1992 State Restricted Comprehensive Transportation Funds - \$31,179; City of Kalamazoo Funds - \$4,400.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of land and building improvements, funding in the amount of \$33,427, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$142,314; FY 1992 State Restricted Comprehensive Transportation Funds - \$31,179; City of Kalamazoo Funds - \$4,400.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

44. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (94-2264/A3) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles, funding in the amount of \$72,960, which represents the remaining useful life value of the vehicles, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z15). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 1994, FY 1995, and FY 1996 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from March 8, 1995, through March 7, 1999, and from January 1, 2009, through June 30, 2009. No costs will be incurred between March 7, 1999, and January 1, 2009. The revised contract amount will be \$2,327,803. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,862,242; FY 1992, FY 1994, FY 1995, and FY 1996 State Restricted Comprehensive Transportation Funds - \$465,561.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles, funding in the amount of \$72,960, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$1,862,242; FY 1992, FY 1994, FY 1995, and FY 1996 State Restricted Comprehensive Transportation Funds - \$465,561.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

45. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (97-0219/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of facility rehabilitation and heating, ventilating, and air conditioning (HVAC) renovation, funding in the amount of \$30,958, which represents the remaining useful life value of the facility rehabilitation and HVAC renovation, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z21). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 1997 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised contract term will be from February 19, 1997 through February 18, 2001, and from January 1, 2009, through June 30, 2009. No costs will be incurred between February 18, 2001, and January 1, 2009. The revised contract amount will be \$560,647. Source of Funds: Federal Transit Administration (FTA) Funds - \$448,518; FY 1997 State Restricted Comprehensive Transportation Funds - \$106,629; City of Kalamazoo Funds - \$5,500.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of facility rehabilitation and HVAC renovation, funding in the amount of \$30,958, and administration responsibilities from the City of Kalamazoo to the KCTA, and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$448,518; FY 1997 State Restricted Comprehensive Transportation Funds - \$106,629; City of Kalamazoo Funds - \$5,500.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

46. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (97-0561/A5) between MDOT and the City of Kalamazoo will provide for the reassignment of five replacement vehicles, preliminary engineering (PE) for the Downtown Transfer Center (DTC), funding in the amount of \$466,393, which represents the remaining useful life value of the vehicles and PE, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z3). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the vehicles and PE for the DTC to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 1997 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from May 22, 1997, through November 21, 2004, and from January 1, 2009, through June 30, 2009. No costs will be incurred between November 21, 2004, and January 1, 2009. The revised contract amount will be \$774,232. Source of Funds: Federal Transit Administration (FTA) Funds - \$619,386; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$154,846.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and PE for the DTC, funding in the amount of \$466,393, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$619,386; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$154,846.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning the vehicles and PE for the DTC facility is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.



47. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (98-0826/A3) between MDOT and the City of Kalamazoo will provide for the reassignment of equipment and facility renovations, funding in the amount of \$54,990, which represents the remaining useful life value of the equipment and facility renovations, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z9). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be from August 7, 1998, through August 7, 2002, from September 23, 2002, through August 7, 2003, and from January 1, 2009, through June 30, 2009. No costs will be incurred between August 7, 2003, and January 1, 2009. The revised contract amount will be \$541,096. Source of Funds: Federal Transit Administration (FTA) Funds - \$432,877; FY 1998 State Restricted Comprehensive Transportation Funds - \$102,719; City of Kalamazoo Funds - \$5,500.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of equipment and facility renovations, funding in the amount of \$54,990, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$432,877; FY 1998 State Restricted Comprehensive Transportation Funds - \$102,719; City of Kalamazoo Funds - \$5,500.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

48. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (99-0551/A1) between MDOT and the City of Kalamazoo will provide for the reassignment of a vehicle, funding in the amount of \$78,842, which represents the remaining useful life value of the vehicle, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z11). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised contract term will be from August 11, 1999, through August 10, 2002, and from January 1, 2009, through June 30, 2009. No costs will be incurred between August 10, 2002, and January 1, 2009. The revised contract amount will be \$221,158. Source of Funds: Federal Transit Administration (FTA) Funds - \$176,926; FY 1999 State Restricted Comprehensive Transportation Funds - \$44,232.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle, funding in the amount of \$78,842, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$176,926; FY 1999 State Restricted Comprehensive Transportation Funds - \$44,232.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this asset is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

49. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (99-0701/A4) between MDOT and the City of Kalamazoo will provide for the reassignment of architectural and engineering (A&E) plans for the Downtown Transfer Center (DTC), funding in the amount of \$209,459, which represents the remaining useful life value of the capital assets, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z7). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the project to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state funds for the City of Kalamazoo's FY 1999 Intercity Capital Program grant. The revised contract term will be from September 15, 1999, through September 30, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 30, 2006, and January 1, 2009. The revised contract amount will be \$13,979. Source of Funds: FY 1999 State Restricted Comprehensive Transportation Funds - \$13,979.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of A&E plans, funding in the amount of \$209,459, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FY 1999 State Restricted Comprehensive Transportation Funds - \$13,979.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning the A&E plans is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by MDOT based on cost estimates and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

50. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (99-0723/A4) between MDOT and the City of Kalamazoo will provide for the reassignment of four replacement vehicles, facility renovations, shop equipment, and automatic data processing (ADP) software, funding in the amount of \$269,463, which represents the remaining useful life value of the vehicles, facility renovations, shop equipment, and ADP software, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z19). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised contract term will be from September 13, 1999, through September 30, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 30, 2006, and January 1, 2009. The revised contract amount will be \$882,387. Source of Funds: Federal Transit Administration (FTA) Funds - \$705,909; FY 1999 State Restricted Comprehensive Transportation Funds - \$166,853; City of Kalamazoo Funds - \$9,625.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles, facility renovations, shop equipment, and ADP software, funding in the amount of \$269,463, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$705,909; FY 1999 State Restricted Comprehensive Transportation Funds - \$166,853; City of Kalamazoo Funds - \$9,625.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

51. \*PASSENGER TRANSPORTATION – Reassignment, Renewal/Extension

Amendatory Contract (99-0770/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles, funding in the amount of \$386,072, which represents the remaining useful life value of the vehicles, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z13). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the vehicles to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 1999 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from September 30, 1999, through September 29, 2002, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 29, 2002, and January 1, 2009. The revised contract amount will be \$937,600. Source of Funds: Federal Transit Administration (FTA) Funds - \$679,982; FY 2000 State Restricted Comprehensive Transportation Funds - \$170,005 and City of Kalamazoo Funds - \$87,613.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles, funding in the amount of \$386,072, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$679,982; FY 2000 State Restricted Comprehensive Transportation Funds - \$170,005 and City of Kalamazoo Funds - \$87,613.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning the vehicles is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

52. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2000-0369/A3) between MDOT and the City of Kalamazoo will provide for the reassignment of terminal renovation, funding in the amount of \$335,374, which represents the remaining useful life value of the terminal renovation, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z23). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised contract term will be from March 31, 2000, through September 30, 2004, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 30, 2004, and January 1, 2009. The revised contract amount will be \$500,716. Source of Funds: Federal Transit Administration (FTA) Funds - \$400,573; FY 2000 State Restricted Comprehensive Transportation Funds - \$100,143.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of terminal renovation, funding in the amount of \$335,374, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$400,573; FY 2000 State Restricted Comprehensive Transportation Funds - \$100,143.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this asset is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

53. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2000-0455/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of a vehicle, land, funding in the amount of \$1,536,716, which represents the remaining useful life value of the vehicle and land, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z20). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the land and vehicle to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 2000 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from January 18, 2001, through January 17, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between January 17, 2006, and January 1, 2009. The revised contract amount will be \$191,475. Source of Funds: Federal Transit Administration (FTA) Funds - \$153,180; FY 2000 State Restricted Comprehensive Transportation Funds - \$38,295.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle and land, funding in the amount of \$1,536,716, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$153,180; FY 2000 State Restricted Comprehensive Transportation Funds - \$38,295.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

54. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2001-0485/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of capital maintenance items, a van, and facility renovations, funding in the amount of \$257,187, which represents the remaining useful life value of the capital maintenance items, van, and facility renovations, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z22). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the capital assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state and local matching funds for the City of Kalamazoo's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be from February 9, 2001, through February 8, 2004, and from January 1, 2009, through June 30, 2009. No costs will be incurred between February 8, 2004, and January 1, 2009. The revised contract amount will be \$348,777. Source of Funds: Federal Transit Administration (FTA) Funds - \$279,022; FY 2001 State Restricted Comprehensive Transportation Funds - \$68,754 and City of Kalamazoo Funds - \$1,001.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of capital maintenance items, a van, and facility renovations, funding in the amount of \$257,187, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$279,022; FY 2001 State Restricted Comprehensive Transportation Funds - \$68,754 and City of Kalamazoo Funds - \$1,001.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

55. \*PASSENGER TRANSPORTATION - Reassignment, Renewal/Extension

Amendatory Contract (2001-0523/A2) between MDOT and the City of Kalamazoo will provide for the reassignment of the Downtown Transfer Center (DTC), funding in the amount of \$1,695,005, which represents the remaining useful life value of the facility, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z2). The amendment will also renew the contract and extend the contract term by six months to provide sufficient time for the DTC to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original contract provided state matching funds for the City of Kalamazoo's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised contract term will be from September 14, 2001, through September 30, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 30, 2006, and January 1, 2009. The revised contract amount will be \$113,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$90,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$22,600.

**Criticality:** Approval of this amendment is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of the DTC, funding in the amount of \$1,695,005, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the contract and extend the contract term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$90,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$22,600.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment and reassigning this facility is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

56. PASSENGER TRANSPORTATION - Section 3037 Program

Project Authorization Revision (Z24/R1) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the authorization term by 18 months to provide sufficient time for DDOT to purchase communication equipment and vans and to allow DDOT to continue to provide services for low-income individuals for work-related transportation needs. The program was previously managed by the Detroit Workforce Development Department but is now being transferred to DDOT. The transition has delayed expenditure of the funds while DDOT re-evaluates the program. The original authorization provides state matching funds for DDOT's FY 2005 Federal Section 3037 Job Access/Reverse Commute Program grant. The revised authorization term will be December 14, 2005, through June 13, 2010. The authorization amount remains unchanged at \$3,469,136. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,734,568; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,734,568.



**Criticality:** Approval of this revision is will allow DDOT to continue to provide work-related transportation service to low-income individuals.

**Purpose/Business Case:** To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure and increased transportation services.

**Funding Source:** FTA Funds - \$1,734,568; FY 2006 State Restricted Comprehensive Transportation Funds - \$1,734,568.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48207.

57. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z2/R5) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles and project equipment, authorization funding in the amount of \$590,518, which represents the remaining useful life value of the vehicles and project equipment, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z1). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the vehicles and project equipment to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided state and local matching funds for the City of Kalamazoo's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from April 25, 2002, through June 30, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between June 30, 2006, and January 1, 2009. The revised authorization amount will be \$806,733. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$645,385; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$157,085; City of Kalamazoo Funds - \$4,263.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment, funding in the amount of \$590,518, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$645,385; FY 2002 and FY 2005 State Restricted Comprehensive Transportation Funds - \$157,085; City of Kalamazoo Funds - \$4,263.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this equipment is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

58. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z4/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles and project equipment, authorization funding in the amount of \$379,663, which represents the remaining useful life value of the vehicles and project equipment, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z4). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the vehicles and project equipment to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided state matching funds for the City of Kalamazoo's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be from April 24, 2003, through April 23, 2006, and from January 1, 2009, through June 30, 2009. No costs will be incurred between April 23, 2006, and January 1, 2009. The revised authorization amount will be \$693,655. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$554,924; FY 2002, FY 2003, and FY 2005 State Restricted Comprehensive Transportation Funds - \$133,927; City of Kalamazoo Funds - \$4,804.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment, funding in the amount of \$379,663, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$554,924; FY 2002, FY 2003 and FY 2005 State Restricted Comprehensive Transportation Funds - \$133,927; City of Kalamazoo Funds - \$4,804.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this equipment is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

59. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z9/R2) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles and project equipment, authorization funding in the amount of \$144,772, which represents the remaining useful life value of the vehicles and project equipment, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z6). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the vehicles and project equipment to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided state matching funds for the City of Kalamazoo's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be from May 19, 2004, through May 18, 2008, and from January 1, 2009, through June 30, 2009. No costs will be incurred between May 18, 2008, and January 1, 2009. The revised authorization amount will be \$484,384. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$387,508; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$96,876.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment, funding in the amount of \$144,772, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$387,508; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$96,876.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this equipment is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

60. PASSENGER TRANSPORTATION - Section 5311(f) Program

Project Authorization Revision (Z11/R3) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of the Downtown Transfer Center (DTC), authorization funding in the amount of \$3,736,689, which represents the remaining useful life value of the DTC, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z8). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the assets to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided federal and state funds under the City of Kalamazoo's FY 2004 Federal Section 5311(f) Intercity Bus Program grant and State Intercity Terminal Program for the renovation and construction of the DTC. The revised authorization term will be from September 14, 2004, through September 13, 2007, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 13, 2007, and January 1, 2009. The revised authorization amount will be \$322,041. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$161,083; FY 2004 State Restricted Comprehensive Transportation Funds - \$160,958.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of the DTC, funding in the amount of \$3,736,689, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$161,083; FY 2004 State Restricted Comprehensive Transportation Funds - \$160,958.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this facility is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

61. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z12/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of land, a facility, and vehicles, authorization funding in the amount of \$4,291,817, which represents the remaining useful life value of the land, facility, and vehicles, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z10). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the land, facility, and vehicles to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided state matching funds for the City of Kalamazoo's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from September 20, 2004, through September 19, 2007, and from January 1, 2009, through June 30, 2009. No costs will be incurred between September 19, 2007, and January 1, 2009. The revised authorization amount will be \$414,796. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$331,836; FY 2002 State Restricted Comprehensive Transportation Funds - \$82,960.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of land, facility and vehicles, funding in the amount of \$4,291,817, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$331,836; FY 2002 State Restricted Comprehensive Transportation Funds - \$82,960.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these assets is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

62. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z15/R3) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles, authorization funding in the amount of \$45,020, which represents the remaining useful life value of the vehicles, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z12). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the vehicles to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided federal, state, and local funds for the City of Kalamazoo's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be from September 24, 2002, through March 23, 2008, and from January 1, 2009, through June 30, 2009. No costs will be incurred between March 23, 2008, and January 1, 2009. The revised authorization amount will be \$81,074. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$63,343; FY 2002 State Restricted Comprehensive Transportation Funds - \$16,214; City of Kalamazoo Funds - \$1,517.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles, funding in the amount of \$45,020, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$63,343; FY 2002 State Restricted Comprehensive Transportation Funds - \$16,214; City of Kalamazoo Funds - \$1,517.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these vehicles is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

63. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z16/R3) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of equipment, authorization funding in the amount of \$38,491, which represents the remaining useful life value of the equipment, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z14). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the equipment to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided federal and state matching funds for the City of Kalamazoo's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be from February 19, 2003, through August 18, 2008, and from January 1, 2009, through June 30, 2009. No costs will be incurred between August 18, 2008, and January 1, 2009. The revised authorization amount will be \$122,389. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$97,911; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$24,478.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of equipment, funding in the amount of \$38,491, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$97,911; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$24,478.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this equipment is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

64. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z17/R3) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of a vehicle, funding in the amount of \$60,806, which represents the remaining useful life value of the vehicle, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z28). The revision will also renew the authorization and extend the authorization term by six months to provide sufficient time for the equipment to be transferred. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided federal and state matching funds for the City of Kalamazoo's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital and Surface Transportation Program grant. The revised authorization term will be from November 25, 2003, through November 24, 2008, and from January 1, 2009, through June 30, 2009. No costs will be incurred between November 24, 2008, and January 1, 2009. The revised authorization amount will be \$74,194. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$59,355; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,839.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle, funding in the amount of \$60,806, and administration responsibilities from the City of Kalamazoo to the KCTA and to renew the authorization and extend the authorization term by six months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$59,355; FY 2004 State Restricted Comprehensive Transportation Funds - \$14,839.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this vehicle is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.



65. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z22/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide for the reassignment of vehicles and equipment, authorization funding in the amount of \$473,100, toll revenue credits in the amount of \$8,623, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z16). The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provided federal and state matching funds for the City of Kalamazoo's FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant. The authorization term remains unchanged, September 14, 2006, through September 13, 2009. The revised authorization amount will be \$86,371. The revised toll credit amount will be \$4,065. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$73,162; FY 2006 State Restricted Comprehensive Transportation Funds - \$13,209.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and equipment, funding in the amount of \$473,100, and administration responsibilities from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$73,162; FY 2006 State Restricted Comprehensive Transportation Funds - \$13,209.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning these vehicles and equipment is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

66. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide for the reassignment of authorization funding for the purchase of vehicles in the amount of \$199,810 and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z18). The revision will also shorten the authorization term by 19 months. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provides federal and state matching funds for the City of Kalamazoo's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be August 3, 2007, through December 31, 2008. The revised authorization amount will be \$0. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$0; FY 2007 State Restricted Comprehensive Transportation Funds - \$0.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding in the amount of \$199,810 and administration responsibilities from the City of Kalamazoo to the KCTA and to shorten the authorization term by 19 months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$0; FY 2007 State Restricted Comprehensive Transportation Funds - \$0.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this funding is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

67. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z8/R1) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide for the reassignment of authorization funding for vehicles in the amount of \$203,617 and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z24). The revision will also shorten the authorization term by 32 months. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provides federal and state matching funds for the City of Kalamazoo's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be August 28, 2008, through December 31, 2008. The revised authorization amount will be \$0. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$0; FY 2008 State Restricted Comprehensive Transportation Funds - \$0.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding in the amount of \$203,617 and administration responsibilities from the City of Kalamazoo to the KCTA and to shorten the authorization term by 32 months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$0; FY 2008 State Restricted Comprehensive Transportation Funds - \$0.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this funding is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

68. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z9/R1) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide for the reassignment of funding for mobile fare collection equipment in the amount of \$543,126, toll revenue credits in the amount of \$108,625, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z25). The revision will also shorten the authorization term by approximately 31 months. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provides federal and toll revenue credits for the City of Kalamazoo's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be July 17, 2008, through December 31, 2008. The revised authorization amount will be \$0. The revised toll credit amount will be \$0. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$0.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding in the amount of \$543,126 and administration responsibilities from the City of Kalamazoo to the KCTA and to shorten the authorization term by approximately 31 months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$0.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this funding is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

69. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z10/R1) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide for the reassignment of funding for support vehicles and equipment in the amount of \$374,874, toll revenue credits in the amount of \$74,975, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z26). This revision will also shorten the authorization term by approximately 30 months. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provides federal funds and toll revenue credits for the City of Kalamazoo's FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be June 24, 2008, through December 31, 2008. The revised authorization amount will be \$0. The revised toll credit amount will be \$0. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$0.

**Criticality:** Approval at this time is critical to the safe operation of the City of Kalamazoo's public transportation services.

**Purpose/Business Case:** To provide for the reassignment of funding in the amount of \$374,874 and administration responsibilities from the City of Kalamazoo to the KCTA and to shorten the authorization term by approximately 30 months.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$374,874.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49007.

70. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z11/R1) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide for the reassignment of authorization funding for vehicles and mobile security equipment in the amount of \$4,370,000, toll revenue credits in the amount of \$49,000, and administration responsibilities from the City of Kalamazoo to the Kalamazoo County Transportation Authority (KCTA) under Project Authorization (2009-0047/Z27). The revision will also shorten the authorization term by approximately 31 months. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The original authorization provides federal and state matching funds for the City of Kalamazoo's FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be July 22, 2008, through December 31, 2008. The revised authorization amount will be \$0. The revised toll credit amount will be \$0. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$0; FY 2008 State Restricted Comprehensive Transportation Funds - \$0.

**Criticality:** Approval of this revision is critical because operation of service will shift from the City of Kalamazoo to the KCTA as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding in the amount of \$4,370,000 and administration responsibilities from the City of Kalamazoo to the KCTA and to shorten the authorization term by approximately 31 months.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$0; FY 2008 State Restricted Comprehensive Transportation Funds - \$0.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this funding is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

71. PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (2007-0407/A1) between MDOT and Grand Trunk Western Railroad Incorporated (GTW) will extend the contract term by one year to provide sufficient time for GTW to complete the project. This project was delayed because it was necessary for GTW to perform train braking distance tests to ensure that sufficient braking distance would remain for westbound trains affected by the signal relocation. The tests have been completed, and the railroad has confirmed that the braking distances are adequate. The original contract provides for the dismantling of the existing GTW signal and for the purchase and installation of train control wayside signals at a new location near Capital Avenue in the city of Battle Creek in order to ease congestion between passenger and freight traffic and to improve vehicular traffic movements at adjacent at-grade rail crossings. The project is part of the continued effort to eliminate grade crossings, improve the infrastructure, increase safety, and decrease travel times on the federally-designated Detroit-Chicago High-Speed Rail Corridor. The revised contract term will be June 7, 2007, through December 6, 2009. The contract amount remains unchanged at \$146,440. Source of Funds: FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

**Criticality:** Approval at this time is critical to allow GTW to continue with the relocation and installation of train signals near the Battle Creek Station. The project will increase safety and decrease travel times on the federally designated Detroit-Chicago High-Speed Rail Corridor.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for GTW to complete the train signal installation/relocation project.

**Benefit:** The installation/relocation of the train signals will provide expanded track room for the unloading/loading of passengers, allow the Canadian National Railway Company to continue freight movements while the National Railroad Passenger Corporation (Amtrak) occupies the station, ease congestion between passenger and freight traffic through the station area, and improve vehicle traffic movements at adjacent public at-grade rail crossings.

**Funding Source:** FY 2002 State Restricted Comprehensive Transportation Funds - \$146,440.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** If this amendment is not approved, the opportunity to improve infrastructure, mitigate train and vehicle congestion, and reduce passenger train delays could be lost. The project will increase the safety and reliability of the rail passenger and rail freight transportation systems.

**Cost Reduction:** The costs have been reviewed by MDOT's Rail Passenger Section and found to be reasonable for the required work.

**New Project Identification:** This is not a new project.

**Zip Code:** 49014.

72. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z1) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles, project equipment, and administration responsibilities originally processed under Project Authorization (2002-0055/Z2) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles and equipment are being reassigned to the KCTA. The authorization will provide for the reassignment of capital equipment purchased with FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$590,518, which represents the remaining useful life value of the capital equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$472,415; FY 2002 State Restricted Comprehensive Transportation Funds - \$117,987; KCTA Funds - \$116.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$472,415; FY 2002 State Restricted Comprehensive Transportation Funds - \$117,987; KCTA Funds - \$116.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the equipment.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

73. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z2) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of the Downtown Transfer Center (DTC) and administration responsibilities originally processed under Contract (2001-0523) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the DTC is being reassigned to the KCTA. The authorization will provide for the reassignment of a facility constructed with FY 2001 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$1,695,005, which represents the remaining useful life value of the facility. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,356,004; FY 2002 State Restricted Comprehensive Transportation Funds - \$339,001.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of the DTC from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$1,356,004; FY 2002 State Restricted Comprehensive Transportation Funds - \$339,001.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the facility.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.



74. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z3) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles and preliminary engineering for the Downtown Transfer Center (DTC) and administration responsibilities originally processed under Contract (97-0561) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles and DTC are being reassigned to the KCTA. The authorization will provide for the reassignment of vehicles and preliminary engineering for the DTC funded with FY 1997 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$466,393, which represents the remaining useful life value of the vehicles and preliminary engineering for the DTC. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$373,114; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$93,279.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and preliminary engineering for the DTC from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$373,114; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$93,279.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the vehicles and preliminary engineering for the DTC.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

75. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles, project equipment, and administration responsibilities originally processed under Project Authorization (2002-0055/Z4) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles and equipment are being reassigned to the KCTA. The authorization will provide for the reassignment of capital equipment purchased with FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$379,663, which represents the remaining useful life value of the capital equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$303,731; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$75,736; KCTA Funds - \$196.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$303,731; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$75,736; KCTA Funds - \$196.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the equipment.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

76. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of the Downtown Transfer Center (DTC) refurbished exterior project and administration responsibilities originally processed under Contract (96-0442) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the DTC refurbished exterior project is being reassigned to the KCTA. The authorization will provide for the reassignment of the DTC exterior refurbishment project funded with FY 1995 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$93,750, which represents the remaining useful life value of the project. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$75,000; FY 1996 State Restricted Comprehensive Transportation Funds - \$18,750.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of the DTC refurbished exterior project from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$75,000; FY 1996 State Restricted Comprehensive Transportation Funds - \$18,750.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the project.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

77. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z6) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles, project equipment, and administration responsibilities originally processed under Project Authorization (2002-0055/Z9) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles and equipment are being reassigned to the KCTA. The authorization will provide for the reassignment of capital equipment purchased with FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$144,772, which represents the remaining useful life value of the capital equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$115,817; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$28,955.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles and project equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$115,817; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$28,955.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the equipment.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

78. PASSENGER TRANSPORTATION - Intercity Capital Program

Project Authorization (Z7) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of architectural and engineering (A&E) plans for the Downtown Transfer Center (DTC) and administration responsibilities originally processed under Contract (99-0701) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the DTC is being reassigned to the KCTA. The authorization will provide for the reassignment of A&E plans funded with FY 1999 Intercity Capital Program grant funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$209,459, which represents the remaining useful life value of the capital assets. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: FY 1999 State Restricted Comprehensive Transportation Funds - \$209,459.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of A&E plans for the DTC from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FY 1999 State Restricted Comprehensive Transportation Funds - \$209,459.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the asset.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by MDOT based on cost estimates and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

79. PASSENGER TRANSPORTATION - Section 5311(f) Program

Project Authorization (Z8) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of the Downtown Transfer Center (DTC) and administration responsibilities originally processed under Project Authorization (2002-0055/Z11) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the DTC is being reassigned to the KCTA. The authorization will provide for the reassignment of a facility purchased with FY 2004 Federal Section 5311(f) Intercity Bus Program grant funds and state funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$3,736,689, which represents the remaining useful life value of the facility. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,868,917; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,867,772.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of the DTC from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$1,868,917; FY 2002, FY 2004, and FY 2006 State Restricted Comprehensive Transportation Funds - \$1,867,772.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the facility.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

80. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of equipment, facility renovations, and administration responsibilities originally processed under Contract (98-0826) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the equipment and facility renovations are being reassigned to the KCTA. The authorization will provide for the reassignment of the assets funded with FY 1998 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$54,990, which represents the remaining useful life value of the project. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$43,992; FY 1998 State Restricted Comprehensive Transportation Funds - \$10,998.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of equipment and facility renovations from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$43,992; FY 1998 State Restricted Comprehensive Transportation Funds - \$10,998.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the project.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

81. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z10) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of land, a facility, vehicles, and administration responsibilities originally processed under Project Authorization (2002-0055/Z12) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the assets are being reassigned to KCTA. The authorization will provide for the reassignment of the assets purchased with FY 2004 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$4,291,817, which represents the remaining useful life value of the assets. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,433,454; FY 2002 State Restricted Comprehensive Transportation Funds - \$858,363.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of land, a facility, and vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$3,433,454; FY 2002 State Restricted Comprehensive Transportation Funds - \$858,363.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.



82. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of a vehicle and administration responsibilities originally processed under Contract (99-0551) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the transit vehicle is being reassigned to the KCTA. The authorization will provide for the reassignment of the equipment and facility renovations funded with FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$78,842, which represents the remaining useful life value of the vehicle. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$63,074; FY 1999 State Restricted Comprehensive Transportation Funds - \$15,768.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$63,074; FY 1999 State Restricted Comprehensive Transportation Funds - \$15,768.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the vehicle.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

83. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z12) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles and administration responsibilities originally processed under Project Authorization (2002-0055/Z15) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles are being reassigned to the KCTA. The authorization will provide for the reassignment of the vehicles purchased with FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$45,020, which represents the remaining useful life value of the vehicles. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$35,857; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,004; KCTA Funds - \$159.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$35,857; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,004; KCTA Funds - \$159.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the vehicles.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

84. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z13) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles and administration responsibilities originally processed under Contract (99-0770) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles are being reassigned to the KCTA. The authorization provides for the reassignment of vehicles purchased with FY 1999 Federal Section 5309 Capital Discretionary Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$386,072, which represents the remaining useful life value of the vehicles. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through

FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$280,018; FY 2000 State Restricted Comprehensive Transportation Funds - \$69,995 and KCTA Funds - \$36,059.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$280,018; FY 2000 State Restricted Comprehensive Transportation Funds - \$69,995 and KCTA Funds - \$36,059.

**Commitment Level:** Authorization amount is based on remaining useful life of the vehicles.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

85. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z14) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of equipment and administration responsibilities originally processed under Project Authorization (2002-0055/Z16) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the equipment is being reassigned to the KCTA. The authorization will provide for the reassignment of the equipment purchased with FY 2002 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$38,491, which represents the remaining useful life value of the equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$30,793; FY 2003 State Restricted Comprehensive Transportation Funds - \$7,698.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$30,793; FY 2003 State Restricted Comprehensive Transportation Funds - \$7,698.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the equipment.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

86. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z15) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles and administration responsibilities originally processed under Contract (94-2264) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles are being reassigned to the KCTA. The authorization provides for the reassignment of vehicles purchased with FY 1994, FY 1995, and FY 1996 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$72,960, which represents the remaining useful life value of the vehicles. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$58,368; FY 1996 State Restricted Comprehensive Transportation Funds - \$14,592.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$58,368; FY 1996 State Restricted Comprehensive Transportation Funds - \$14,592.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the vehicles.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

87. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z16) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding, vehicles, equipment, and administration responsibilities originally processed under Project Authorization (2002-0055/Z22) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the assets are being reassigned to KCTA. The authorization will provide for the reassignment of the funding and the vehicles and equipment purchased with FY 2006 Federal Section 5307 Urbanized Area Formula Capital Program, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through September 13, 2009. The authorization amount will be \$473,100, which includes funding and the remaining useful life value of assets. Toll credits in the amount of \$8,623 will be allocated as match for the equipment line-items. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through

\* Denotes a non-standard contract/amendment

FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$387,102; FY 2006 State Restricted Comprehensive Transportation Funds - \$85,998.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding, vehicles, and equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$387,102; FY 2006 State Restricted Comprehensive Transportation Funds - \$85,998.

**Commitment Level:** Authorization amount is based on the funds remaining and the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

88. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z17) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of land, building improvements, and administration responsibilities originally processed under Contract (92-2210) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the land and building improvements are being reassigned to the KCTA. The authorization provides for the reassignment of assets purchased with FY 1992 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$33,427, which represents the remaining useful life value of the land and building improvements. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$26,742; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,685.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of land and building improvements from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$26,742; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,685.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

89. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z18) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding for vehicles and administration responsibilities originally processed under Project Authorization (2007-0239/Z5) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the funding is being reassigned to the KCTA. The authorization will provide for the reassignment of funding from the FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant and state matching funds. The authorization will be in effect from January 1, 2009, through August 2, 2010. The authorization amount will be \$199,810. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$159,848; FY 2007 State Restricted Comprehensive Transportation Funds - \$39,962.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding for vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$159,848; FY 2007 State Restricted Comprehensive Transportation Funds - \$39,962.

**Commitment Level:** Authorization amount is based on the funds remaining in the City of Kalamazoo's project authorization.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

90. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z19) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of vehicles, facility renovations, shop equipment, automatic data processing (ADP) software, and administration responsibilities originally processed under Contract (1999-0723) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicles, facility renovations, shop equipment, and ADP software are being reassigned to the KCTA. The authorization will provide for the reassignment of capital equipment purchased with FY 1999 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$269,463, which represents the remaining useful life value of the capital equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$215,571; FY 1999 State Restricted Comprehensive Transportation Funds - \$52,017; KCTA Funds - \$ 1,875.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of facility renovations, shop equipment, and ADP software from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$215,571; FY 1999 State Restricted Comprehensive Transportation Funds - \$52,017; KCTA Funds - \$ 1,875.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

91. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z20) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of a vehicle, land, and administration responsibilities originally processed under Contract (2000-0455) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicle and land are being reassigned to the KCTA. The authorization will provide for the reassignment of assets purchased with FY 2000 Federal Section 5309 Capital Discretionary Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$1,536,716, which represents the remaining useful life value of the assets. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,229,373; FY 2000 State Restricted Comprehensive Transportation Funds - \$307,343.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle and land from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$1,229,373; FY 2000 State Restricted Comprehensive Transportation Funds - \$307,343.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.



92. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z21) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of facility rehabilitation and heating, ventilating, and air conditioning (HVAC) renovation and administration responsibilities originally processed under Contract (97-0219) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the facility rehabilitation and HVAC renovation are being reassigned to the KCTA. The authorization will provide for the reassignment of facility rehabilitation and HVAC renovation funded with FY 1997 Federal Section 5307 Urbanized Area Formula Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$30,958, which represents the remaining useful life value of the assets. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$24,766; FY 1997 State Restricted Comprehensive Transportation Funds - \$6,192.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of facility rehabilitation and HVAC renovation from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$24,766; FY 1997 State Restricted Comprehensive Transportation Funds - \$6,192.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

93. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z22) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of capital maintenance items, a van, facility renovations, and administration responsibilities originally processed under Contract (2001-0485) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the capital maintenance items, van, and facility renovations are being reassigned to the KCTA. The authorization provides for the reassignment of the capital items funded with FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state and local matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$257,187, which represents the remaining useful life value of the assets. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$205,749; FY 2001 State Restricted Comprehensive Transportation Funds - \$49,014; KCTA Funds - \$2,424.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of capital maintenance items, a van, and facility renovations from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$205,749; FY 2001 State Restricted Comprehensive Transportation Funds - \$49,014; KCTA - \$2,424.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the assets.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

94. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z23) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of terminal renovation and administration responsibilities originally processed under Contract (2000-0369) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the terminal renovation is being reassigned to the KCTA. The authorization will provide for the reassignment of terminal renovation funded with FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$335,374, which represents the remaining useful life value of the project. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$268,299; FY 2000 State Restricted Comprehensive Transportation Funds - \$67,075.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of terminal renovation from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$268,299; FY 2000 State Restricted Comprehensive Transportation Funds - \$67,075.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the project.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

95. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z24) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding for vehicles and administration responsibilities originally processed under Project Authorization (2007-0239/Z8) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the funding is being reassigned to the KCTA. The authorization will provide for the reassignment of funding from the FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant and state matching funds. The authorization will be in effect from January 1, 2009, through August 27, 2011. The authorization amount will be \$203,617. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$162,894; FY 2008 State Restricted Comprehensive Transportation Funds - \$40,723.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding for vehicles from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$162,894; FY 2008 State Restricted Comprehensive Transportation Funds - \$40,723.

**Commitment Level:** Authorization amount is based on the funds remaining in the City of Kalamazoo's project authorization.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

96. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z25) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding for mobile fare collection equipment and administration responsibilities originally processed under Project Authorization (2007-0239/Z9) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the funding is being reassigned to the KCTA. The authorization will provide for the reassignment of funding from the FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant and toll revenue credits. The authorization will be in effect from January 1, 2009, through July 16, 2011. The authorization amount will be \$543,126. Toll revenue credits in the amount of \$108,625 will be allocated as match for the equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$543,126.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding for mobile fare collection equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$543,126.

**Commitment Level:** Authorization amount is based on the funds remaining in the City of Kalamazoo's project authorization.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

97. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z26) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding for support vehicles and equipment and administration responsibilities originally processed under Project Authorization (2007-0239/Z10) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the funding is being reassigned to KCTA. The authorization will provide for the reassignment of funding from the FY 2008 Federal Section 5307 Urbanized Area Formula Capital Program grant and toll revenue credits. The authorization will be in effect from January 1, 2009, through June 23, 2011. The authorization amount will be \$374,874. Toll revenue credits in the amount of \$74,975 will be allocated as match for all line items. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$374,874.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding for support vehicles and equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$374,874.

**Commitment Level:** Authorization amount is based on the funds remaining in the City of Kalamazoo's project authorization.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

98. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z27) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of funding for vehicles and mobile security equipment and administration responsibilities originally processed under Project Authorization (2007-0239/Z11) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the funding is being reassigned to the KCTA. The authorization will provide for the reassignment of authorization funding from the FY 2007 and FY 2008 Federal Section 5309 Capital Discretionary Program grant and state matching funds. The authorization will be in effect from January 1, 2009, through July 21, 2011. The authorization amount will be \$4,370,000. Toll credits in the amount of \$49,000 will be allocated as match for the mobile security equipment. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,545,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,000.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of funding for vehicles and mobile security equipment from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$3,545,000; FY 2008 State Restricted Comprehensive Transportation Funds - \$825,000.

**Commitment Level:** Authorization amount is based on the funds remaining in the City of Kalamazoo's project authorization.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

99. PASSENGER TRANSPORTATION - Section 5311 Capital Program

Project Authorization (Z28) under Master Agreement (2009-0047) between MDOT and the Kalamazoo County Transportation Authority (KCTA) will provide for the reassignment of a vehicle and administration responsibilities originally processed under Project Authorization (2002-0055/Z15) from the City of Kalamazoo to the KCTA. The City of Kalamazoo and Kalamazoo County feel it is in the best interest of the residents of Kalamazoo County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services. The City of Kalamazoo will cease transit operations on December 31, 2008, and the vehicle is being reassigned to the KCTA. The authorization will provide for the reassignment of a vehicle purchased with FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant funds and state matching funds. The authorization will be in effect from January 1, 2009, through June 30, 2009. The authorization amount will be \$60,806, which represents the remaining useful life value of the vehicle. The term of the master agreement is from January 1, 2009, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2009 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$48,645; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$12,161.

**Criticality:** Approval of this authorization is critical to enable the KCTA to begin providing public transit service as of January 1, 2009.

**Purpose/Business Case:** To provide for the reassignment of a vehicle from the City of Kalamazoo to the KCTA.

**Benefit:** All public transportation services in Kalamazoo County will be coordinated by one agency.

**Funding Source:** FTA Funds - \$48,645; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$12,161.

**Commitment Level:** Authorization amount is based on the remaining useful life value of the vehicle.

**Risk Assessment:** The risk of not approving this authorization is that public transportation services in Kalamazoo County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49007.

100. TRANSPORTATION PLANNING - Access Management Plan

Amendatory Contract (2007-0798/A2) between MDOT and Alfred Benesch & Company will extend the contract term by four months to provide sufficient time for the consultant to complete the services. The additional time is needed because of facility scheduling delays and municipal public hearing notification requirements. The original contract provides for the development of a comprehensive access management plan for the M-24/Main Street corridor within the limits of the city of Lapeer in Lapeer County. The revised contract term will be October 1, 2007, through December 31, 2008. The contract amount remains unchanged at \$68,016.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Meeting the municipal public hearing requirement has resulted in more delays than originally anticipated. The Lapeer Township Planning Commission was able to secure a meeting facility at no cost to this project but encountered scheduling difficulties that resulted in a delay for the first public information meeting. A second public information meeting and a public hearing must be held. A 56-day notification period must be provided to meet municipal notification requirements.



**Purpose/Business Case:** To extend the contract term by four months to provide sufficient time for required meetings to be held and for the consultant to complete a comprehensive corridor access management plan that accounts for all parties' needs.

**Benefit:** The additional time will allow the required meetings to take place and the consultant to complete a comprehensive corridor access management plan that accounts for all parties' needs. MDOT is constructing M-24 south of the city of Lapeer as a boulevard cross-section because residential development is gradually moving north from Oakland County. This will increase traffic volumes along M-24 within the city, intensifying access demands along the route. A comprehensive access management plan will aid MDOT and the City Planning Commission in the review of site plans for new and redeveloped sites.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the amendment is not approved, the consultant will not be able to complete the comprehensive access management plan, traffic congestion will continue to increase, and the number of traffic accidents will remain high.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48446.

101. \*TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (MOU) (2009-0073) between MDOT and the Eaton County Road Commission will transfer jurisdiction of Old US-27/Lansing Road from the Charlotte I-69 business loop (BL) interchange to the I-69/Lansing Road interchange, a distance of 8.72 miles, in control section 23812. This MOU will also fulfill the intent of Special Trunkline Contract (07-5711), which provides for the rehabilitation of the subject roadway and the subsequent jurisdictional transfer to the county. Jurisdiction will transfer from MDOT to the Eaton County Road Commission upon the date of the award of the MOU. This is a zero dollar MOU.

**Criticality:** Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate levels of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is critical to the allocation of the limited funds available to road agencies for improvements. This MOU will also fulfill the requirements of Special Trunkline Contract (07-5711), which provides for the rehabilitation of the subject roadway and subsequent jurisdictional transfer to the county under a separate MOU.

**Purpose/Business Case:** To transfer jurisdiction of Old US-27/Lansing Road from the Charlotte I-69 BL interchange to the I-69/Lansing Road interchange, a distance of 8.72 miles, from MDOT to the Eaton County Road Commission.

**Benefit:** The transfer of Old US-27/Lansing Road from the Charlotte I-69 BL interchange to the I-69/Lansing Road interchange will free MDOT funds to be spent on higher ranking roadways in the area and will fulfill the requirements of Special Trunkline Contract (07-5711).

**Funding Source:** This is a zero dollar MOU.

**Commitment Level:** N/A.

**Risk Assessment:** If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway (part of Old US-27) on its inventory of state roads. Over time, the costs of maintaining such a roadway would outweigh the contract cost of a future jurisdictional transfer and MDOT would be in violation of Section 4 of Special Trunkline Contract (07-5711).

**Cost Reduction:** Once the MOU is in effect, MDOT will no longer have maintenance responsibility for this portion of Old US-27.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48813.

102. \*TRANSPORTATION PLANNING - Economic Benefit Assessment

Contract (2009-0081) between MDOT and the Regents of the University of Michigan, Institute for Research on Labor, Employment, and the Economy, will provide for an assessment of the economic benefits of MDOT's 2009-2013 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy. The contract will be in effect from the date of award through April 30, 2009. The contract amount will be \$70,000.36. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This study is an essential component of MDOT's Five-Year Transportation Program. The contract will provide for an independent assessment of the economic impacts of MDOT's investments in road and bridge projects in terms of jobs and gross state product. This information is critical to informing the public of the economic benefits provided to citizens through the expenditure of transportation funds.

**Purpose/Business Case:** To provide for an assessment of the economic benefits of MDOT's 2009-2013 Five-Year Program. The study will focus on manufacturing, tourism, and other important sectors of the state's economy.

**Benefit:** The economic analysis will help to educate the public on the overall benefits of MDOT's 2009-2013 Five-Year Transportation Program and its impact on the state's economy. The analysis will be presented to the State Transportation Commission, the legislature, and other transportation stakeholders.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** This analysis will be used to support the roll-out of the 2009-2013 Five-Year Transportation Plan. If the analysis is not completed, an opportunity could be lost to educate the public on the economic impacts of MDOT's transportation program on the State of Michigan.

**Cost Reduction:** The costs are based on an actual cost basis.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Codes:** 48109.

**SUBCONTRACTS**

103.	<b>B &amp; R Excavating, Inc.</b>	<b>Low Bid:</b>	<b>\$ 60,000</b>
	<b>710 West Cherry Street</b>	<b>Engineer's Estimate:</b>	<b>\$ 60,000</b>
	<b>Wayland, MI 49348</b>	<b>% Under/Over Est.:</b>	<b>+ 0 %</b>

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to B & R Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49348.

104.	<b>MarJo Construction Services, Inc.</b>	<b>Low Bid:</b>	<b>\$ 60,000</b>
	<b>635 Wilson Avenue SW</b>	<b>Engineer's Estimate:</b>	<b>\$ 60,000</b>
	<b>Grand Rapids, MI 49534</b>	<b>% Under/Over Estimate:</b>	<b>+ 0 %</b>

### **Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to MarJo Construction Services, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49534.

105.	<b>Myles Excavating, Inc.</b> <b>13707 Woodlawn Hills Drive</b> <b>Cedar Springs, MI 49319</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Estimate:</b>	<b>\$ 60,000</b> <b>\$ 60,000</b> <b>+ 0 %</b>
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**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Myles Excavating, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49319.

106.	<b>Rusches Trucking, Inc.</b>	<b>Low Bid:</b>	<b>\$ 60,000</b>
	<b>4457 Alpine NW</b>	<b>Engineer's Estimate:</b>	<b>\$ 60,000</b>
	<b>Comstock Park, MI 49321</b>	<b>% Under/Over Estimate:</b>	<b>+ 0 %</b>

**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Rusches Trucking, Inc., for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49321.

107.	<b>Verplank Trucking Company</b> <b>P.O. Box 8</b> <b>Ferrysburg, MI 49409</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Estimate:</b>	<b>\$ 60,000</b> <b>\$ 60,000</b> <b>+ 0 %</b>
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**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Verplank Trucking Company for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49409.

108.	<b>Yellow Rose Transport</b> <b>3531 Busch Drive</b> <b>Grandville, MI 49418</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>% Under/Over Estimate:</b>	<b>\$ 60,000</b> <b>\$ 60,000</b> <b>+ 0 %</b>
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**Description of Work: Trucking of Various Road Materials**

Approval is requested to authorize the Kent County Road Commission to award a subcontract to Yellow Rose Transport for the trucking of various road materials (aggregate, sand, asphalt, snow, etc.) on state trunklines in Kent County. This contract was advertised, and six contractors bid. In order to provide a sufficient number of trucks to meet the maintenance needs at different times of the year, it is recommended that subcontracts be awarded to all contractors that bid. For each job, MDOT takes the lowest bidder based on the hourly rate and type of equipment needed. There are at least six different types of trailers that are needed to haul various materials. These contracts are for emergency purposes, and the Region must contact the lowest bidder to provide the services with the necessary equipment. If the contractor is unable to mobilize, MDOT must go to the next lowest bidder that has the equipment needed. The subcontracts will be in effect from the date of award through December 31, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the roads, bridges, ramps, and shoulders may not be cleared quickly enough when needed. This could lead to dangerous conditions for motorists. This work is needed to keep the ramps and bridges in the county cleared.

**Purpose/Business Case:** To provide for the trucking of various road materials, such as asphalt, sand, aggregate, snow, etc., in Kent County.

**Benefit:** This contract will provide for safer highways by providing materials for road maintenance.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The materials need to be trucked to be used for routine maintenance on roads.

**Cost Reduction:** The project was competitively bid and advertised.

**Selection:** N/A.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49418.

## STATE PROJECTS

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 46,418,157.34</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 50,490,157.30	Same	2
Walter Toebe Construction Co.	\$ 50,649,992.27	Same	3
Anlaan Corporation			
Cadillac Asphalt, LLC.			
Hardman Construction, Inc.			
Ajax Paving Industries, Inc.			
Angelo Iafrate Construction Company			
John Carlo, Inc.			
E. C. Korneffel Co.			
C. A. Hull Co., Inc.			

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.



**Purpose/Business Case:** This project is a combination of programs--The Road and Bridge Program and the Traffic and Safety Program. The Road and Bridge Program goal focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Traffic and Safety Program is included in order to preserve the integrity of MDOT's safety assets by addressing locations on the trunkline system that exhibit a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** MDOT attempts to maximize the benefits of road, bridge preservation as well as provide a safe and affective use of traffic flow. This asset management philosophy to develop programs are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, improvements and preservation, safety, user savings, maintenance savings, reduce traffic accidents and injuries, vehicle delays, fuel consumption, and pollution control.

**Funding Source:**

47171A	
City of Farmington Hills	0.27 %
Federal Highway Administration Funds	90.00 %
City of Novi	0.74 %
State Restricted Trunkline Funds	8.99 %
59291A	
City of Farmington Hills	0.05 %
Federal Highway Administration Funds	90.00 %
City of Novi	1.05 %
State Restricted Trunkline Funds	8.90 %
78628A	
City of Farmington Hills	14.52 %
Federal Highway Administration Funds	69.64 %
State Restricted Trunkline Funds	15.84 %
79790A	
Federal Highway Administration Funds	80.00 %
City of Novi	1.03 %
State Restricted Trunkline Funds	18.97 %
81109A	
Federal Highway Administration Funds	90.00 %
City of Novi	0.74 %
State Restricted Trunkline Funds	9.26 %
81379A	
Federal Highway Administration Funds	90.00 %
City of Novi	1.10 %
State Restricted Trunkline Funds	8.90 %
84561A	
Federal Highway Administration Funds	90.00 %
City of Novi	1.11 %
State Restricted Trunkline Funds	8.89 %
88947A	
Federal Highway Administration Funds	90.00 %
City of Novi	1.10 %
State Restricted Trunkline Funds	8.90 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Zip Code:** 48377.

5.00 % DBE participation required

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49893.

111.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811011	\$ 13,427,549.79	<b>\$ 13,469,279.29</b>
	PROJECT CM 41131-51902, ETC		
	LOCAL AGRMT. 08-5366, 08-5422		% OVER/UNDER EST.
	START DATE - APRIL 13, 2009		
	COMPLETION DATE - MAY 21, 2010		0.31 %

1.81 mi of interchange and road reconstruction, bridge replacement, drainage improvements, retaining walls, traffic signals, signs, watermain and sanitary sewer upgrades on US-131 at the 44th Street interchange and on 44th Street from west of Clyde Park Avenue easterly to east of Clay Avenue in the city of Wyoming, Kent County. This project includes two 5 year materials and workmanship pavement warranties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	<b>\$ 13,469,279.29</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 13,863,398.77	Same	2
Hardman Construction, Inc.	\$ 13,872,757.79	Same	3
Posen Construction, Inc.	\$ 13,884,269.68	\$ 13,883,419.68	4
Anlaan Corporation	\$ 13,991,726.98	Same	5
Milbocker and Sons, Inc.	\$ 14,380,820.38	Same	6
Walter Toebe Construction Co.			
Davis Construction, Inc.			
Midwest Bridge Company			

## 6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business:** Construct a single point urban interchange (SPUI) to replace the existing interchange at US-131 and 44<sup>th</sup> Street in the city of Wyoming. The new SPUI will address the operational problems during peak hours at the existing interchange.

**Benefit:** This project will address the operational problems during peak hours at the existing interchange. The initial maintenance costs will be greatly reduced within the project limits. As per a previously agreed upon arrangement with the City of Wyoming, Michigan Department of Transportation (MDOT), will use a portion of this federal earmark allocated under SAFETEA-LU to meet a prior commitment at the 44th street bridge. The remainder of the federal earmark will be provided to the city of Wyoming to assist in the funding of the interchange improvement. Remaining project costs will be funded by the City of Wyoming.

**Funding Source:**

103129A	
AT&T	0.08 %
Federal Highway Administration Funds	79.93 %
State Restricted Trunkline Funds	17.49 %
City of Wyoming	2.50 %
103138A	
Federal Highway Administration Funds	47.92 %
City of Wyoming	52.08 %
51902A	
AT&T	0.12 %
Federal Highway Administration Funds	79.49 %
Michigan Consolidated Gas	0.52 %
State Restricted Trunkline Funds	5.73 %
City of Wyoming	14.14 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationship with the numerous federal, state and local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction to replace the existing interchange at US-131 and 44<sup>th</sup> Street is not completed, the relationship with the City of Wyoming who has contributed funding towards the design, right of way and construction of this project will be compromised. The federal funds can only be used on the US-131 and 44<sup>th</sup> Street interchange.

**Cost Reduction:** With the construction to replace the existing interchange at US-131 and 44<sup>th</sup> Street, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly reduced user delay costs, improved traffic operations and safer trunkline access.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49509.

112.	LETTING OF NOVEMBER 07, 2008 PROPOSAL 0811012 PROJECT IM 41025-79084, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 29, 2009	ENG. EST. \$ 2,804,310.84	LOW BID \$ 3,000,011.35
			% OVER/UNDER EST.
			6.99 %

0.48 mi of full depth concrete joint repair, concrete surface patch, special and full depth concrete centerline repair and joint replacement, deck patching, pin and hanger replacement, and beam repairs on 11 structures in the cities of Grand Rapids and Walker, Kent County.

A 2009 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Anlaan Corporation</b>	<b>\$ 3,000,011.35</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 2,931,235.52	Same	2
C. A. Hull Co., Inc.	\$ 3,361,419.95	Same	3
Midwest Bridge Company	\$ 3,492,516.39	Same	4
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			

BIDDER	Original A+Lane Rental	As-Checked A+Lane Rental	
<b>Anlaan Corporation</b>	<b>\$ 3,560,011.35</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 3,883,235.52	Same	2
C. A. Hull Co., Inc.	\$ 3,949,419.95	Same	3
Midwest Bridge Company	\$ 4,192,516.39	Same	4
L.W. Lamb, Inc.			
Walter Toebe Construction Co.			

4 Bidders

**NOTE:** The A+Lane Rental bid total is used to determine the low bidder.  
The A bid total reflects the actual contract price.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

102907A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

79084A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 79084.

113. LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
PROPOSAL 0811013	\$ 1,473,070.70	\$ 1,480,664.21
PROJECT EBSL 64812-75072		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - SEPTEMBER 08, 2009		
COMPLETION DATE - JUNE 14, 2010		0.52 %

8.09 mi of hot mix asphalt cold milling and resurfacing, drainage improvements, and safety item upgrades on Old US-31 from north of M-20 northerly to the south city limits of Shelby and from the north city limits of Shelby northerly to the Pentwater River bridge in the city of Hart, Oceana County.

2.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,480,664.21	Same	1 **
Michigan Paving & Materials Co.	\$ 1,687,877.47	Same	2
Aggregate Industries-Central Region	\$ 1,841,496.03	Same	3
Omans Contracting, Inc.			

### 3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** MDOT's Road Preservation Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

75072A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49420.





**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is a combination of Road Preservation and the Enhancement Program. The Road Program goal focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

103033A

City of Corunna	18.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	62.00 %
State Restricted Trunkline Funds	20.00 %

87149A

City of Corunna	18.01 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	65.13 %
State Restricted Trunkline Funds	16.86 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and enhancement.

**Zip Code:** 48817.

115. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811015  
 PROJECT STT 22042-103267  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 28, 2009

ENG. EST.	LOW BID
\$ 968,733.52	\$ 855,556.73
% OVER/UNDER EST.	
-11.68 %	

11.54 mi of overband crack filling, double chip sealing, shoulder aggregate, guardrail upgrades, and pavement markings on M-69 from M-95 easterly to Felch Township, Dickinson County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, LLC.</b>	<b>\$ 855,556.73</b>	<b>Same</b>	<b>1 **</b>
Scott Transportation, Inc.	\$ 943,987.01	Same	2
Payne & Dolan, Inc.	\$ 1,119,377.91	Same	3
Highway Maintenance and Const. Co.			
Michigan Pavement Solutions LLC			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103267A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Zip Code:** 49831.

117. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811017  
 PROJECT STH 41033-87026  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 30, 2009

ENG. EST.  
 \$ 68,677.25

LOW BID  
 \$ 72,322.64

% OVER/UNDER EST.  
 5.31 %

0.02 mi of construction of a directional island and upgrades at the intersection of M-37 (Alpine Avenue) and Kingsbury Street in the city of Walker, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 72,322.64</b>	<b>Same</b>	<b>1 **</b>
Bultema Brothers Road Contractors	\$ 85,990.19	\$ 83,615.19	2
Milbocker and Sons, Inc.	\$ 83,976.71	Same	3
Jack Dykstra Excavating Inc.	\$ 84,551.75	Same	4
Brenner Excavating, Inc.	\$ 85,064.80	Same	5
Davis Construction, Inc.	\$ 86,093.10	Same	6
Schippers Excavating, Inc.	\$ 86,822.00	Same	7
CL Trucking & Excavating, LLC.	\$ 88,750.77	Same	8
Dykema Excavators, Inc.	\$ 89,532.85	Same	9
Nashville Construction Company	\$ 90,318.30	Same	10
Weick Bros., Inc.	\$ 91,704.35	Same	11
Diversco Construction Company Inc.	\$ 96,752.00	Same	12
Eastlund Concrete Construction	\$ 108,371.80	Same	13
Nagel Construction, Inc.			

13 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

87026A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.  
**Selection:** Low Bid.  
**New Project Identification:** Reconstruction.  
**Zip Code:** 49321.

118.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811022	\$ 2,085,821.06	\$ <b>1,718,028.60</b>
	PROJECT ST 03112-103163		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 20, 2009		
	COMPLETION DATE - JUNE 19, 2009		-17.63 %

7.36 mi of cold milling hot mix asphalt surface and hot mix asphalt overlay on US-131 northbound from 120th Avenue northerly to south of 135th Avenue including the ramps at 124th and 129th Avenues in the city of Wayland, townships of Watson, Martin, Hopkins, and Wayland, Allegan County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 1,718,028.60</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 1,887,650.80	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,011,039.40	Same	3

### 3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103163A

Federal Highway Administration Funds	81.85 %
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State Restricted Trunkline Funds	18.15 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.



**Selection:** Low bid.  
**New Project Identification:** Maintenance.  
**Zip Code:** 48219.

120.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811024	\$ 707,836.90	\$ <b>722,782.40</b>
	PROJECT EBSL 26022-103252		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 13, 2009		
	COMPLETION DATE - AUGUST 28, 2009		2.11 %

10.04 mi of fiber reinforced bituminous membrane and culvert replacement on M-61 from east of M-30 easterly to the Gladwin/Bay County line, Gladwin County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Asphalt Materials, Inc. Saginaw Asphalt Paving Company	\$ 722,782.40	Same	1 **

1 Bidder

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103252A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48624 Region-wide.

121. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811025  
 PROJECT NH 49031-103223  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 15, 2009

ENG. EST.  
 \$ 686,940.55

LOW BID  
 \$ 716,849.87

% OVER/UNDER EST.  
 4.35 %

9.85 mi of overband crack filling and double chip sealing with ADA sidewalk ramp and concrete curb and gutter construction on M-117 from north of the US-2 centerline northerly to the Mackinac/Luce County line in the village of Engadine, Garfield Township, Mackinac County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fahrner Asphalt Sealers, LLC.</b>	<b>\$ 716,849.87</b>	<b>Same</b>	<b>1 **</b>
Scott Transportation, Inc.	\$ 794,432.50	Same	2
Michigan Pavement Solutions LLC	\$ 953,732.50	Same	3
Payne & Dolan, Inc.	\$ 1,016,744.50	Same	4
Highway Maintenance and Const. Co.			
Superior Chip Sealing & Maintenance			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103223A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49827.







124. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811031  
 PROJECT NH 41061-102908  
 LOCAL AGRMT.  
 START DATE - JULY 20, 2009  
 COMPLETION DATE - SEPTEMBER 03, 2009

ENG. EST.  
 \$ 175,406.31

LOW BID  
 \$ 168,030.94

% OVER/UNDER EST.  
 -4.20 %

0.21 mi of concrete pavement, joint repairs, joint sealing and sidewalk ramp improvements on M-11 from east of the bridge over the Grand River easterly to Church Avenue in the city of Grandville, Kent County.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 168,030.94</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 172,618.38	Same	2
Kamminga & Roodvoets, Inc.	\$ 182,308.90	Same	3
Kelcris Corporation	\$ 184,422.72	Same	4
Snowden, Inc.	\$ 209,558.55	Same	5
Diversco Construction Company Inc.	\$ 226,905.40	Same	6
Eastlund Concrete Construction	\$ 228,583.65	Same	7
West Michigan Recycled Aggregates			
Northern Construction Services, Co.			
Rahm Industrial Services, Inc.			
Florence Cement Company			
Nagel Construction, Inc.			

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

102908A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.  
**Cost Reduction:** Lower vehicle maintenance costs.  
**Selection:** Low bid.  
**New Project Identification:** Maintenance.  
**Zip Code:** 49418.

125. LETTING OF NOVEMBER 07, 2008 ENG. EST. LOW BID  
 PROPOSAL 0811033 \$ 7,596,559.64 \$ 7,933,067.77  
 PROJECT IM 33084-79092, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 15, 2009  
 COMPLETION DATE - OCTOBER 30, 2009 4.43 %

9.53 mi of hot mix asphalt cold milling and resurfacing, bridge replacement, and approach work on I-96 from Lansing Road to College Road and on westbound I-96 under the I-496 ramp to eastbound I-96, Eaton and Ingham Counties. This project includes a 3 year pavement performance warranty and a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. A. Hull Co., Inc.</b>	<b>\$ 7,933,067.77</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 7,964,395.13	Same	2
Davis Construction, Inc.	\$ 7,995,341.83	Same	3
Walter Toebe Construction Co.	\$ 8,048,331.99	Same	4
Milbocker and Sons, Inc.	\$ 8,077,142.21	Same	5
Anlaan Corporation	\$ 8,310,516.16	Same	6
Hardman Construction, Inc.	\$ 8,532,282.72	\$ 8,531,722.72	7
E.T. MacKenzie Company	\$ 8,634,575.62	Same	8
Midwest Bridge Company			
J. Slagter & Son Construction Co.			

8 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

103319A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

79092A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 48910.

126.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811034	\$ 476,465.04	\$ 513,231.72
	PROJECT STT 51021-103353		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 22, 2009		
	COMPLETION DATE - 10 working days		7.72 %

6.40 mi of overband crack filling and fiber reinforced bituminous membrane on M-55 from US-31 easterly to east of Claybank Road, Manistee County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Terry Asphalt Materials, Inc.</b>	<b>\$ 513,231.72</b>	<b>Same</b>	<b>1 **</b>
Fahrner Asphalt Sealers, LLC.			

1 Bidder

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103353A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49660.

127.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811038	\$ 903,367.20	\$ 698,934.83
	PROJECT EBSL 11021-103172		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 15, 2009		
	COMPLETION DATE - AUGUST 28, 2009		-22.63 %

4.05 mi of hot mix asphalt cold milling and overlay with upgrades to sidewalk ramps on US-12 from east of Hoder Road easterly to Elm Street in the village of Three Oaks, Berrien County. This project includes a 3 year pavement performance warranty.

A 2009 highway preventive maintenance project

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 698,934.83</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 703,634.55	Same	2
Aggregate Industries-Central Region			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103172A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49128.

128.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811039	\$ 381,367.31	\$ 426,904.96
	PROJECT NH 67022-103354		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 08, 2009		
	COMPLETION DATE - 10 working days		11.94 %

4.58 mi of overband crack filling and microsurfacing on US-10 from east of Patterson Road easterly to west of 200th Avenue and from east of 135th Avenue easterly to west of Lauman Road, Osceola County. This project includes a 2 year pavement performance warranty.

A 2009 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pavement Maintenance Systems, LLC</b>	<b>\$ 426,904.96</b>	<b>Same</b>	<b>1 **</b>
Terry Asphalt Materials, Inc.	\$ 464,630.48	Same	2
Fahrner Asphalt Sealers, LLC.			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

103354A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49631.

129.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811040	\$ 451,014.97	\$ 449,167.50
	PROJECT M 63031-M70941		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - MARCH 31, 2009		-0.41 %

14.68 mi of maintenance joint and crack repairs using hot mix asphalt thermal bond method on US-24 (Telegraph Road) from 8 Mile Road to Long Lake Road and on M-59 from Paddock Street to Crooks Road in the cities of Southfield, Pontiac, Auburn Hills and Rochester Hills, villages of Franklin and Bingham Farms, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pavement Specialties, Inc.	\$ 449,167.50	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 931,328.00	Same	2
Lois Kay Contracting Co.			
Florence Cement Company			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.



**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M70941

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48032.

130.	LETTING OF NOVEMBER 07, 2008 PROPOSAL 0811206 PROJECT STT 77012-75165, ETC LOCAL AGRMT. START DATE - JULY 06, 2009 COMPLETION DATE - MAY 29, 2010	ENG. EST. \$ 3,595,312.30	LOW BID \$ 3,906,031.37
			% OVER/UNDER EST.
			8.64 %

3.80 mi of hot mix asphalt cold milling and resurfacing, deck patching, epoxy overlay and joints on two bridges, bridge replacement, and approach work on M-19 from Bryce Road northerly to south of Metcalf Road, over Emmett and Sullivan Drains, over Mill Creek, and over Pine River, St. Clair County. This project includes a 5 year materials and workmanship pavement warranty and a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A
<b>Dan's Excavating, Inc.</b>	<b>\$ 3,906,031.37</b>	<b>Same 1 **</b>
Posen Construction, Inc.	\$ 4,054,518.73	Same 2
Walter Toebe Construction Co.	\$ 4,050,556.96	Same 3
C. A. Hull Co., Inc.	\$ 4,355,943.33	Same 4
Anlaan Corporation	\$ 4,438,115.78	Same 5
Milbocker and Sons, Inc.	\$ 4,749,641.97	Same 6
Fisher Contracting Company		
John Carlo, Inc.		
J. Slagter & Son Construction Co.		
Angelo Iafrate Construction Company		

BIDDER Rental	Original A+Lane Rental	As-Checked A+Lane
<b>Dan's Excavating, Inc.</b>	<b>\$ 4,086,031.37</b>	<b>Same 1 **</b>
Posen Construction, Inc.	\$ 4,183,518.73	Same 2
Walter Toebe Construction Co.	\$ 4,218,556.96	Same 3
C. A. Hull Co., Inc.	\$ 4,475,943.33	Same 4
Anlaan Corporation	\$ 4,678,115.78	Same 5
Milbocker and Sons, Inc.	\$ 4,984,641.97	Same 6
Fisher Contracting Company		
John Carlo, Inc.		
J. Slagter & Son Construction Co.		
Angelo Iafrate Construction Company		

6 Bidders

**NOTE:** The A+Lane Rental bid total is used to determine the low bidder.  
The A bid total reflects the actual contract price.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program's focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

**Funding Source:**

100877A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
102716A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
75165A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
75166A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 48097.

## LOCAL PROJECTS

131. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811002  
 PROJECT STU 82457-103792  
 LOCAL AGRMT. 08-5382  
 START DATE - 10 days after award  
 COMPLETION DATE - 40 working days

ENG. EST. \$ 1,447,484.00  
 LOW BID \$ 1,322,928.56  
 % OVER/UNDER EST. -8.61 %

0.57 mi of hot mix asphalt resurfacing including concrete base course widening, drainage structures, storm sewer, concrete sidewalk ramps, hot mix asphalt paving, and pavement markings on Six Mile Road from Beech-Daly Road to the Detroit city limits, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; G Myers Construction/Tony Angelo</b>	<b>\$ 1,322,928.56</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 1,346,465.11	Same	2
Angelo Iafrate Construction Company	\$ 1,367,122.46	Same	3
Florence Cement Company	\$ 1,388,735.07	Same	4
Ajax Paving Industries, Inc.	\$ 1,393,257.40	Same	5
Peter A. Basile Sons, Inc.	\$ 1,407,415.96	Same	6
Dan's Excavating, Inc.	\$ 1,415,784.19	Same	7
Pamar Enterprises, Inc.	\$ 1,456,186.42	Same	8
Barrett Paving Materials, Inc.	\$ 1,498,930.92	Same	9
John Carlo, Inc.	\$ 1,553,545.24	\$ 1,550,707.22	10
Major Cement Company			
Abbott Construction, Inc.			
Six-S, Inc.			
ABC Paving Company			
Kelcris Corporation			
Lacaria Construction, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

103792A

Wayne County

18.21 %

Federal Highway Administration Funds

81.79 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48248.

132. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811003  
 PROJECT MCS 15006-86346  
 LOCAL AGRMT. 08-5405  
 START DATE - JANUARY 06, 2009  
 COMPLETION DATE - MAY 28, 2009

ENG. EST.  
 \$ 884,466.75

LOW BID  
 \$ 656,805.00

% OVER/UNDER EST.  
 -25.74 %

Removal of existing structure, construction of concrete abutments and steel truss superstructure, riprap, channel excavation, and approach work on Holy Island Road at the south arm of Lake Charlevoix, Charlevoix County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 656,805.00</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 671,827.77	Same	2
J.E. Kloote Contracting, Inc.	\$ 693,436.15	Same	3
Anlaan Corporation	\$ 698,927.20	Same	4
L.W. Lamb, Inc.	\$ 723,029.20	Same	5
E.T. MacKenzie Company	\$ 754,208.35	Same	6
S.L. & H. Contractors, Inc.	\$ 799,708.75	Same	7
R. B. Lyons, Inc.	\$ 879,136.58	Same	8
Cordes Excavating, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Heystek Contracting Inc.			
Walter Toebe Construction Co.			
Snowden, Inc.			
Hardman Construction, Inc.			
C. A. Hull Co., Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86346A

City of Charlevoix	8.35 %
State Restricted Trunkline Funds	91.65 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49727.

133. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811004 ENG. EST. LOW BID  
 \$ 568,726.50 \$ 637,680.39  
 PROJECT STU 82457-104011  
 LOCAL AGRMT. 08-5408 % OVER/UNDER EST.  
 START DATE - APRIL 15, 2009  
 COMPLETION DATE - 40 working days 12.12 %

0.35 mi of hot mix asphalt road resurfacing including cold milling, hot mix asphalt paving, concrete pavement repair, concrete curb patching, sidewalk and sidewalk ramps, adjusting drainage structures, and pavement markings on Dix Avenue from Ferney Street to the Detroit city limits in the city of Dearborn, Wayne County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Barrett Paving Materials, Inc.</b>	<b>\$ 637,680.39</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 642,035.48	Same	2
Florence Cement Company	\$ 660,465.57	Same	3
Ajax Paving Industries, Inc.	\$ 669,733.28	Same	4
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

104011A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48120.

134.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811005	\$ 255,354.10	\$ 246,848.35
	PROJECT CMG 25402-100383		
	LOCAL AGRMT. 08-5416		% OVER/UNDER EST.
	START DATE - JANUARY 02, 2009		
	COMPLETION DATE - MAY 05, 2009		-3.33 %

12 signal upgrades and interconnect on Linden Road from Miller Road to Pasadena Avenue, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 246,848.35</b>	<b>Same</b>	<b>1 **</b>
Alpha Electric, Inc.	\$ 249,416.79	Same	2
J. Ranck Electric, Inc.	\$ 254,670.69	Same	3
Strain Electric Company	\$ 258,559.30	Same	4
Metropolitan Power & Lighting, Inc.	\$ 259,784.00	Same	5
J R Howell Airport Lighting LLC	\$ 277,059.50	Same	6
Severance Electric Co., Inc.			
DVT Electric, Inc			
Windemuller Electric, Inc.			
Motor City Electric Utilities Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100383A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48532.

135.	LETTING OF NOVEMBER 07, 2008 PROPOSAL 0811006 PROJECT STH 63609-102155 LOCAL AGRMT. 08-5418 START DATE - APRIL 15, 2009 COMPLETION DATE - JUNE 12, 2009	ENG. EST. \$ 207,978.50	LOW BID \$ 214,241.71  % OVER/UNDER EST. 3.01 %
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0.13 mi of roadway widening for right-turn lanes including culvert and sewer work, drainage structures, aggregate base, hot mix asphalt resurfacing, concrete curb, gutter and sidewalk ramps on Commerce Road at Carroll Lake Road, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Stante Excavating Co., Inc.</b>	<b>\$ 214,241.71</b>	<b>Same</b>	<b>1 **</b>
C & G Myers Construction, LLC	\$ 239,301.43	Same	2
Peter A. Basile Sons, Inc.	\$ 247,777.51	Same	3
Florence Cement Company	\$ 264,665.38	Same	4
Zito Construction Co.	\$ 264,887.61	Same	5
Cadillac Asphalt, LLC.	\$ 268,024.40	Same	6
Tyger Excavating Inc	\$ 295,000.00	Same	7
Commerce Construction & Landscaping	\$ 297,582.80	Same	8
San Marino Excavating, Inc.	\$ 299,923.81	Same	9
Ajax Paving Industries, Inc.	\$ 300,882.97	Same	10
Fonson, Inc.	\$ 331,077.18	Same	11
S.A. Torello, Inc.			
D.L.F. Trucking, Inc.			
Novak Construction			
Sera Excavating, LLC.			
ABC Paving Company			
Barrett Paving Materials, Inc.			
Washtenaw Inc. Maintenance Service			
C. A. Hull Co., Inc.			



## 11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

102155A

Oakland County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48382.

136. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811007  
 PROJECT STH 82609-80634  
 LOCAL AGRMT. 08-5380  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 31, 2009

ENG. EST.  
 \$ 201,155.96

LOW BID  
 \$ 254,004.99

% OVER/UNDER EST.  
 26.27 %

0.31 mi of concrete curb and gutter, guardrail replacement, signing, pavement markings, fencing with privacy screen, delineators, rumble warning areas, and flashing beacons on French Road from south of McNichols Road to Lynch Road in the city of Detroit, Wayne County.

30.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bridge-Tec Services, Corp.</b>	<b>\$ 254,004.99</b>	<b>Same</b>	<b>1 **</b>
Century Cement Company, Inc.	\$ 296,477.80	Same	2
RMD Holdings, Ltd.			
Major Cement Company			
Abbott Construction, Inc.			
Lacaria Construction, Inc.			
Angelo Iafrate Construction Company			
ABC Paving Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

80634A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.



**Funding Source:**

101459A

Federal Highway Administration Funds 80.00 %

City of Wixom 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 48393.

138.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811009	\$ 412,316.50	\$ 376,774.31
	PROJECT STU 82457-104124		
	LOCAL AGRMT. 08-5410		% OVER/UNDER EST.
	START DATE - APRIL 15, 2009		
	COMPLETION DATE - 25 working days		-8.62 %

0.45 mi of hot mix asphalt pavement removal, aggregate base, hot mix asphalt pavement, and concrete pavement repair on Sheldon Road from Warren Road to Arlington Road, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Barrett Paving Materials, Inc.</b>	<b>\$ 376,774.31</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 383,138.75	\$ 381,738.75	2
Cadillac Asphalt, LLC.	\$ 403,319.87	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

104124A

Wayne County

18.36 %

Federal Highway Administration Funds

81.64 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48187.

139.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811018	\$ 7,949,676.30	\$ 6,663,237.58
	PROJECT STU 63459-35908		
	LOCAL AGRMT. 08-5397		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 28, 2010		-16.18 %

1.20 mi of roadway realignment and reconstruction including roundabout construction, hot mix asphalt resurfacing, miscellaneous concrete pavement, sewer and culvert work, drainage structures, concrete curb, gutter, sidewalks, and concrete retaining wall on Hamlin Road from Crooks Road to Livernois Road in the city of Rochester Hills, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Stante Excavating Co., Inc.</b>	<b>\$ 6,663,237.58</b>	<b>Same</b>	<b>1 **</b>
C & G Myers Construction/Tony Angelo	\$ 6,791,980.26	Same	2
Florence Cement Company	\$ 6,941,482.11	Same	3
Dan's Excavating, Inc.	\$ 6,975,837.83	Same	4
Pamar Enterprises, Inc.	\$ 7,041,613.93	\$ 7,041,589.93	5
D&R Earthmoving, LLC	\$ 7,152,955.54	Same	6
V.I.L. Construction, Inc.	\$ 7,242,955.10	Same	7
John Carlo, Inc.	\$ 7,547,074.12	Same	8
Angelo Iafrate Construction Company	\$ 7,636,298.25	Same	9
DiPonio Contracting, Inc.	\$ 7,895,829.21	Same	10
DeAngelis Landscape, Inc.			
ABC Paving Company			
Cadillac Asphalt, LLC.			
Six-S, Inc.			
Zito Construction Co.			
Ajax Paving Industries, Inc.			
Posen Construction, Inc.			
C. A. Hull Co., Inc.			
Fisher Contracting Company			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

35908A

Federal Highway Administration Funds	81.35 %
City of Rochester Hills	18.65 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48309.



**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.  
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48150.

141.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811020	\$ 935,865.50	\$ 846,058.37
	PROJECT STU 82457-103797		
	LOCAL AGRMT. 08-5409		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 60 working days		-9.60 %

0.99 mi of hot mix asphalt resurfacing, pavement rehabilitation, aggregate shoulder, adjusting drainage structures, concrete sidewalk ramps, bridge deck chipping, patching, placing waterproof membrane, and pavement markings on Haggerty Road from Cherry Hill Road to Ford Road (M-153), Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	\$ 846,058.37	Same	1 **
Barrett Paving Materials, Inc.	\$ 881,518.49	Same	2
Ajax Paving Industries, Inc.	\$ 896,440.93	Same	3
ABC Paving Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

103797A	
Wayne County	20.01 %
Federal Highway Administration Funds	79.99 %



**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Road rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48187.

142. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811021  
 PROJECT STH 63609-100368, ETC  
 LOCAL AGRMT. 08-5406  
 START DATE - APRIL 15, 2009  
 COMPLETION DATE - SEPTEMBER 30, 2009

ENG. EST.	LOW BID
\$ 705,890.96	\$ 665,039.14
	% OVER/UNDER EST.
	-5.79 %

0.17 mi of traffic signal upgrades, construction of right turn lanes, concrete sidewalk, ADA ramps, curb and gutter, sewer and drainage structure work, hot mix asphalt resurfacing, and watermain work on Coolidge Highway at Golfview Road, Big Beaver Road, and Wattles Road in the city of Troy, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>RMD Holdings, Ltd.</b>	<b>\$ 665,039.14</b>	<b>Same</b>	<b>1 **</b>
Metropolitan Power & Lighting, Inc.	\$ 688,857.00	Same	2
J. Ranck Electric, Inc.	\$ 706,833.09	Same	3
Rauhorn Electric, Inc.	\$ 724,361.68	Same	4
Alpha Electric, Inc.	\$ 757,778.61	Same	5
Posen Construction, Inc.	\$ 758,048.82	Same	6
Motor City Electric Utilities Co.	\$ 808,684.62	Same	7
Severance Electric Co., Inc.			
Windemuller Electric, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100368A		
Federal Highway Administration Funds	80.00	%
City of Troy	20.00	%
101456A		
Federal Highway Administration Funds	80.00	%
City of Troy	20.00	%
101458A		
Federal Highway Administration Funds	80.00	%
City of Troy	20.00	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48084.

143.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811026	\$ 1,244,897.00	\$ 1,021,254.17
	PROJECT CMG 39400-90350		
	LOCAL AGRMT. 08-5425		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2009		-17.96 %

Traffic signal modernization and radio interconnect at 11 intersections on Sprinkle Road at Zylman Avenue, Centre Road, Romence Road/Bishop Avenue, Milham Avenue, Meredith Street, Kilgore Road, Covington Road/Park Circle Drive, Vanrick Road/Midlink Drive, Cork Street, Miller Road, and at the I-94 eastbound off ramp in the cities of Kalamazoo and Portage, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strain Electric Company</b>	<b>\$ 1,021,254.17</b>	<b>Same</b>	<b>1 **</b>
J R Howell Airport Lighting LLC	\$ 1,069,970.53	Same	2
Trans Tech Electric, L.P.	\$ 1,091,062.03	Same	3
J. Ranck Electric, Inc.	\$ 1,124,312.74	Same	4
Metropolitan Power & Lighting, Inc.	\$ 1,199,667.00	Same	5
Severance Electric Co., Inc.	\$ 1,204,427.39	Same	6
Rauhorn Electric, Inc.			
DVT Electric, Inc			
Windemuller Electric, Inc.			
Motor City Electric Utilities Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

90350A

Kalamazoo County

5.05 %

Federal Highway Administration Funds

94.95 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrades.

**Selection:** Low bid.

**Zip Code:** 49001.

144. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811027 ENG. EST. \$ 503,576.60 LOW BID \$ 527,500.00  
 PROJECT STH 58609-100361  
 LOCAL AGRMT. 08-5420 % OVER/UNDER EST.  
 START DATE - APRIL 01, 2009  
 COMPLETION DATE - NOVEMBER 30, 2009 4.75 %

0.59 mi of hot mix asphalt cold milling and surfacing,  
 widening, storm sewer, and pavement markings on Newport  
 Road from Joann Drive easterly to Swan Creek Road,  
 Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>DeAngelis Landscape, Inc.</b>	<b>\$ 527,500.00</b>	<b>Same</b>	<b>1 **</b>
Peter A. Basile Sons, Inc.	\$ 549,412.59	Same	2
Cadillac Asphalt, LLC.	\$ 563,280.08	Same	3
C & G Myers Construction, LLC	\$ 573,586.91	Same	4
Pamar Enterprises, Inc.	\$ 586,041.52	Same	5
C & D Hughes, Inc.	\$ 586,123.67	Same	6
Barrett Paving Materials, Inc.	\$ 598,712.27	Same	7
Ajax Paving Industries, Inc.	\$ 629,998.41	Same	8
Fonson, Inc.	\$ 647,881.43	Same	9
Tyger Excavating Inc	\$ 707,703.00	Same	10
Gerken Paving, Inc.	\$ 721,227.57	Same	11
Anderzack - Pitzen Construction			
ABC Paving Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100361A	
Monroe County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 48166.

145.	LETTING OF NOVEMBER 07, 2008 PROPOSAL 0811028 PROJECT BRT 59015-86294 LOCAL AGRMT. 08-5424 START DATE - 10 days after award COMPLETION DATE - AUGUST 14, 2009	ENG. EST. \$ 555,243.45	LOW BID \$ 469,151.88	% OVER/UNDER EST. -15.51 %
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Removal of existing structure, construction of a spread prestressed concrete box beam bridge, and related approach work on Old-131 (Federal Road) over Rice Creek, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 469,151.88</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 483,672.59	Same	2
Milbocker and Sons, Inc.	\$ 499,441.26	Same	3
Miller Development, Inc.	\$ 519,533.38	Same	4
Anlaan Corporation	\$ 546,658.35	Same	5
Davis Construction, Inc.	\$ 550,091.76	Same	6
E.T. MacKenzie Company	\$ 586,300.33	Same	7
Nashville Construction Company	\$ 640,861.30	Same	8
L.W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
Midwest Bridge Company			
Walter Toebe Construction Co.			
C. A. Hull Co., Inc.			
Hardman Construction, Inc.			
McDowell Construction , L.L.C.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86294A

Montcalm County	5.20 %
Federal Highway Administration Funds	79.83 %
State Restricted Trunkline Funds	14.97 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49329.

146. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811032  
 PROJECT STH 41609-87697  
 LOCAL AGRMT. 08-5388  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 27, 2009

ENG. EST.  
 \$ 346,094.10

LOW BID  
 \$ 302,285.40

% OVER/UNDER EST.  
 -12.66 %

0.30 mi of road reconstruction including concrete curb and gutter, culvert, hot mix asphalt paving, and pavement markings on Kenowa Avenue at 76th Street/Riley Street, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Diversco Construction Company Inc.</b>	<b>\$ 302,285.40</b>	<b>Same</b>	<b>1 **</b>
CL Trucking & Excavating, LLC.	\$ 313,989.00	Same	2
Kamminga & Roodvoets, Inc.	\$ 317,655.65	Same	3
Brenner Excavating, Inc.	\$ 318,581.65	Same	4
Schippers Excavating, Inc.	\$ 320,087.80	Same	5
DeSal Excavating, Inc.	\$ 328,534.40	Same	6
D.J. McQuestion & Sons, Inc.	\$ 330,867.59	Same	7
Jack Dykstra Excavating Inc	\$ 333,930.08	Same	8
Kentwood Excavating, Inc.	\$ 333,938.60	Same	9
Milbocker and Sons, Inc.	\$ 335,803.15	Same	10
Peters Construction Co.	\$ 349,340.15	Same	11
R. Smith & Sons Trucking, Inc.	\$ 350,753.10	Same	12
Weick Bros., Inc.	\$ 352,722.05	Same	13
Nagel Construction, Inc.	\$ 354,099.90	Same	14
Dykema Excavators, Inc.	\$ 365,681.42	Same	15
Bultema Brothers Road Contractors	\$ 370,617.14	Same	16
Kalin Construction Co., Inc.	\$ 377,716.80	Same	17
S.A. Torello, Inc.	\$ 383,507.00	Same	18
Connan Inc.	\$ 398,611.50	Same	19
Nashville Construction Company	\$ 401,826.08	Same	20
Lodestar Construction, Inc.	\$ 504,724.70	Same	21
Washtenaw Inc. Maintenance Service	\$ 515,913.06	Same	22
Triangle Excavators, Inc.			
Langlois & Sons Excavating, Inc.			

22 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87697A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49315.

147.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811035	\$ 1,959,332.95	\$ 1,577,993.63
	PROJECT STE 39082-102071		
	LOCAL AGRMT. 08-5402		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 25, 2009		-19.46 %

1.50 mi of hot mix asphalt non-motorized path, pedestrian structure, and wooden boardwalk on Gull Street northerly through Verburg Park ending at the intersection of Riverview Drive and Mosel Avenue in the city of Kalamazoo, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,578,047.06</b>	<b>\$ 1,577,993.63</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 1,769,329.61	Same	2
Anlaan Corporation	\$ 1,798,010.85	Same	3
L.W. Lamb, Inc.	\$ 1,823,311.90	Same	4
C. A. Hull Co., Inc.	\$ 1,996,082.59	Same	5
RMD Holdings, Ltd.	\$ 2,288,437.68	Same	6
Hardman Construction, Inc.			
Posen Construction, Inc.			
J. Slagter & Son Construction Co.			
Kamminga & Roodvoets, Inc.			
S.L. & H. Contractors, Inc.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
Walter Toebe Construction Co.			



## 6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

**Benefit:** By awarding this project, intermodal transportation systems are further developed.

**Funding Source:**

102071A

Kalamazoo County	50.00 %
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Federal Highway Administration Funds	50.00 %
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(Transportation Enhancement Funds)

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Transportation enhancement.

**Selection:** Low bid.

**Zip Code:** 49009.

148. LETTING OF NOVEMBER 07, 2008  
 PROPOSAL 0811036  
 PROJECT STU 82457-104123  
 LOCAL AGRMT. 08-5407  
 START DATE - 10 days after award  
 COMPLETION DATE - 30 working days

ENG. EST.  
 \$ 872,058.30

LOW BID  
 \$ 794,689.41

% OVER/UNDER EST.  
 -8.87 %

0.79 mi of hot mix asphalt removal and pavement, aggregate base, and concrete pavement repair on Joy Road from Lilley Road to Haggerty Road, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 794,689.41</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$ 838,387.95	Same	2
Ajax Paving Industries, Inc.	\$ 866,868.98	Same	3
Cadillac Asphalt, LLC.	\$ 911,527.14	Same	4
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

104123A

Wayne County	18.25 %
Federal Highway Administration Funds	81.75 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.  
Selection: Low bid.  
Zip Code: 48187.

149.	LETTING OF NOVEMBER 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0811037	\$ 94,418.36	\$ <b>95,053.20</b>
	PROJECT SRSI 38038-102812		
	LOCAL AGRMT. 08-5378		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 15, 2009		0.67 %

0.73 mi of sidewalk removal, concrete sidewalk, and crosswalk pavement marking in the village of Springport, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 95,053.20</b>	<b>Same</b>	<b>1 **</b>
Concord Excavating & Grading, Inc.	\$ 99,599.60	Same	2
Youngstrom Contracting, Inc.	\$ 105,763.00	Same	3
Bridge-Tec Services, Corp.	\$ 114,430.45	Same	4
TCI Inc. of Michigan	\$ 120,342.55	Same	5
E.T. MacKenzie Company	\$ 123,563.45	Same	6
Aggregate Industries-Central Region	\$ 123,625.22	Same	7
Eastlund Concrete Construction	\$ 124,727.05	Same	8
Kamminga & Roodvoets, Inc.	\$ 127,841.20	Same	9
Causie Contracting, Inc.	\$ 159,017.58	Same	10
Northern Construction Services, Co.	\$ 168,633.60	Same	11
RMD Holdings, Ltd.			
Rahm Industrial Services, Inc.			

## 11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated under the Safe Routes to Schools Program in Section 1404 of the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

**Benefit:** By awarding this project, infrastructure improvements will be made to encourage and enable students and pedestrians to walk and bicycle to school.

Funding Source:

102812A			
Federal Highway Administration Funds	100	%	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Infrastructure-related upgrade.

**Selection:** Low bid.

**Zip Code:** 49284.

### **EXTRAS**

#### 150. **Extra 2008 - 145**

Control Section/Job Number: 73112-88349 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Midwest Bridge Company  
P O Box 40  
Williamston, MI 48895

Designed By: Parsons Transportation Group

Engineer's Estimate: \$5,140,707.96

Description of Project:

Replacement of pot bearings at the expansion joints on I-75 over the Saginaw River in the city of Zilwaukee, Saginaw County.

Administrative Board Approval Date: September 28, 2007

Contract Date: October 1, 2007

Original Contract Amount: \$3,285,355.59

Total of Overruns/Changes (Approved to Date): 0.00 + 0.00%

Total of Extras/Adjustments (Approved to Date): 45,824.80 + 1.39%

Total of Negative Adjustments (Approved to Date): 0.00 + 0.00%

**THIS REQUEST 375,967.30 + 11.44%**

**Revised Total \$3,707,147.69 + 12.83%**

#### **SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.39% over the original budget for an **Authorized to Date Amount** of \$3,331,180.39.

Approval of this extra will place the authorized status of the contract 12.83% or \$421,792.10 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3 r. 1, 4

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 3**

Temp Attenuator, Furn	2.000 Ea @ \$2,310.00/Ea	\$4,620.00
Temp Attenuator, Oper	2.000 Ea @ \$840.00/Ea	1,680.00
Aggregate base, 6 inch	1,388.800 Syd @ \$8.00/Syd	11,110.40
Cold Milling HMA Surface	703.000 Ton @ \$15.00/Ton	10,545.00
Conc Barrier, Rem	1,595.000 Ft @ \$23.00/Ft	36,685.00
Conc Barrier, Temp Adjusted	3,542.000 Ft @ \$5.00/Ft	17,710.00
Conc Barrier, Temp, Furn	2,207.000 Ft @ \$15.00/Ft	33,105.00
Conc Barrier, Temp, Oper	2,207.000 Ft @ \$5.00/Ft	11,035.00
Conc Pavt, Misc, Nonreinf, 9 inch	351.240 Syd @ \$50.00/Syd	17,562.00
Culv End Sect, Conc, 15 inch	1.000 Ea @ \$420.00/Ea	420.00
Culv, Rem, Less than 24, inch	1.000 Ea @ \$260.00/Ea	260.00
Dr Structure Cover	1,280.000 Lb @ \$1.30/Lb	1,664.00
Dr Structure Cover, Adj, Case 1	10.000 Ea @ \$445.00 Ea	4,450.00
Dr Structure, 48 inch dia	3.000 Ea @ \$1,680.00/Ea	5,040.00
Dr Structure, Rem	1.000 Ea @ \$235.00/Ea	235.00
Embankment, CIP	90.000 Cyd @ \$17.00/Cyd	1,530.00
Excavation, Earth	731.700 Cyd @ \$12.00/Cyd	8,780.40
Guardrail, Rem	402.000 Ft @ \$4.25/Ft	1,708.50
HMA Approach	436.550 Ton @ \$66.00/Ton	28,812.30
HMA, 3C	505.550 Ton @ \$53.80/Ton	27,198.59
HMA, 4C	396.920 Ton @ \$61.00/Ton	24,212.12
Lane Tie, Epoxy Anchored	343.000 Ea @ \$20.00/Ea	6,860.00
Paved Ditch, HMA	25.800 Syd @ \$26.75/Syd	690.15
Pavt Mrkg, Waterborne, 6 inch, Yellow	5,623.000 Ft @ \$0.22/Ft	1,237.06
Pavt, Rem	565.400 Syd @ \$10.25/Syd	5,795.35
Riprap, Plain	3.000 Syd @ \$82.00/Syd	246.00
Sewer, Cl II, 15 inch, Tr Det B	456.500 Ft @ \$34.00/Ft	15,521.00
Sign, Type II, Rem	1.000 Ea @ \$79.000/Ea	79.00
Slope Restoration	109.060 Syd @ \$9.45/Syd	1,030.62
Subbase, CIP	445.000 Cyd @ 19.00/Cyd	8,455.00
Underdrain, Subbase, 6 inch	896.000 Ft @ \$5.25/Ft	4,704.00
Valley Gutter, Conc	569.000 Ft @ \$30.00/Ft	17,070.00
<b>Total</b>		<b><u>\$310,051.49</u></b>

**CM 4**

Standby Equipment 02/23/08 thru 05/24/08	<u>\$65,915.81</u>
<b>Total</b>	<b><u>\$65,915.81</u></b>

**Grand Total** **\$375,967.30**

**Reason(s) for Extra(s)/Adjustment(s):****CM 3**

This project involved replacing the pot bearings and expansion joints on the bridge; first on the northbound side, then on the southbound side. Traffic was detoured to I-675 while each half was closed. While completing the work the contractor damaged some of the reinforcement on the bridge. This reinforcement was not in the location shown on the existing drawings. To repair the damaged reinforcement, MDOT had to hire a specialized design firm familiar with this type of bridge. To accommodate the heavy traffic volumes during holiday weekends, MDOT directed the contractor to construct two crossovers. This would allow traffic to use the still open southbound bridge. MDOT is still reviewing the project information to determine if other entities may be responsible for the extra costs. The extra cost for all of the items on contract modification 3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts completed by the TSC.

**CM 4**

Due to the damaged reinforcement mentioned above, the contract work on the structure was stopped while a repair to the structure was being designed and fabricated. MDOT is still reviewing the project information to determine if other entities may be responsible for the extra costs. The extra cost for Standby Equipment 02/23/08 thru 05/24/2008 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its October 30, 2008, meeting, and are now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 79.89%; State Restricted Trunkline, 20.11%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48724.

151. **Extra 2008 - 177**

Control Section/Job Number: 35031-60135 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Cordes Excavating, Inc.  
704 East Progress Street  
Hillman, MI 49746

Designed By: MDOT  
Engineer's Estimate: \$489,031.03

Description of Project:

0.18 miles of bridge removal, roadway reconstruction, and culvert placement on US-23 from north of Keystone Road to south of Gypsum Road, Iosco County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 15, 2006	
Original Contract Amount:	\$412,084.69	
Total of Overruns/Changes (Approved to Date):	(37,137.43)	- 9.01%
Total of Extras/Adjustments (Approved to Date):	68,312.90	+ 16.58%
Total of Negative Adjustments (Approved to Date):	(56,807.46)	- 13.79%
<b>THIS REQUEST</b>	<b><u>3,089.13</u></b>	<b><u>0.75%</u></b>
<b>Revised Total</b>	<b><u>\$389,541.83</u></b>	<b>-5.47%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.22% under the original budget for an **Authorized to Date Amount** of \$386,452.70.

Approval of this extra will place the authorized status of the contract 5.47% or \$22,542.86 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-126	3	\$33,183.11	09/04/07

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 6**

Underdrain, Subbase, 6 inch

851.000 Ft @ \$3.63/Ft

\$3,089.13

**Total**

**\$3,089.13**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 6**

The plans did not show installation of a subbase underdrain on the project. In order to provide drainage for the subbase, the engineer directed the contractor to install the underdrain. This item was originally set up on contract modification 3 and now represents the amount needed to date. The extra cost for Underdrain, Subbase, 6 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48763.



152. **Extra 2008 - 178**

Control Section/Job Number: 81103-74709 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Walter Toebe Construction Co.  
P. O. Box 930129  
Wixom, MI 48393

Designed By: MDOT  
Engineer's Estimate: \$4,673,094.55

Description of Project:

6 structure rehabilitations on M-153 over Fleming Creek, on M-14 under M-153 Ramp B, under M-153 Ramp C, under Curtis Road, under Joy Road and under Gotfredson Road, Washtenaw County. This project includes a 2-year bridge painting warranty.

Administrative Board Approval Date:	November 8, 2006	
Contract Date:	November 14, 2006	
Original Contract Amount:	\$4,047,231.96	
Total of Overruns/Changes (Approved to Date):	62,068.28	+ 1.53%
Total of Extras/Adjustments (Approved to Date):	450,000.00	+ 11.12%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>21,604.52</u></b>	<b><u>+ 0.53%</u></b>
<b>Revised Total</b>	<b><u>\$4,580,904.76</u></b>	<b>+ 13.18%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 12.65% over the original budget for an **Authorized to Date Amount** of \$4,559,300.24.

Approval of this extra will place the authorized status of the contract 13.18% or \$533,672.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-092	1 r. 1	\$450,000.00	07/01/08

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 3 (74744A)**

Alternate Bridge Barrier Bracket Set		\$6,825.81
Extra Resteel Freight Charge		530.78
Conc Barrier, Rem	64.000 Ft @ \$62.50/Ft	4,000.00
Idle Equipment Govt Shutdown		2,308.00
Joint, Expansion, Erg	192.250 Ft @ \$16.72/Ft	3,214.42
Maintenance Gravel, LM Temporary	29.440 Cyd @ \$45.16/Cyd	1,329.51
Sign Cover, Typ I	2.000 Ea @ \$1,698.00/Ea	<u>3,396.00</u>
<b>Total</b>		<b><u>\$21,604.52</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 3**

According to the Special Provision for Maintaining Traffic, the work on the bridges would be completed part-width using temporary traffic signals. The plans did not have details on the signals. The engineer directed the contractor to set up temporary signals and move them according to the staging plans. Most of this work was completed using pay items already set up on the contract. This new item was needed for the wiring of the signals and moving the wiring between stages. The extra cost for Alternate Bridge Barrier Bracket Set was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

On the plans, the barrier wall at S-13 was shown to be removed and replaced. Once the new wall was installed, the engineer determined that some of the existing wall off the bridge needed to be removed and replaced. Original bid items were used for some of the work, but the removal of the barrier wall needed to be set up as an extra. The new barrier wall also required some additional reinforcement steel. Since this steel was not included in the original shipment, the engineer determined that MDOT would pay for the shipping cost of the additional steel. The extra cost for Extra Resteel Freight Charge and Conc Barrier, Rem was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction. The resteel freight cost was based on an invoice from the shipping company.

Due to the possible shut down of the State, the engineer directed the contractor to shut down the project prior to October 1, 2007. The extra cost for Idle Equipment Government Shutdown is based on force account records per Section 109.07 and Section 109.03.C.2 for idle equipment of the 2003 Standard Specifications for Construction.

The plans included the wrong joint to connect the new concrete pavement to the old concrete pavement. The engineer directed the contractor to install the correct joint. This item will be partially offset by a reduction in the original item when the project is completed and the final balancing contract modification is completed. The extra cost for Joint Expansion, Erg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Due to damage by the motoring public, the outside shoulder on ramp B started to develop deep ruts. The engineer directed the contractor to place gravel in the area to stabilize the shoulder. The item was also set up to include the removal of the item once traffic was shifted to the opposite side. The extra cost for Maintenance Gravel, LM Temporary was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction. The work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction.

The maintaining traffic plans included closing the exit ramp to eastbound M-153. The plans did not include the Type I sign covers. The engineer directed the contractor to cover the two Type I signs for the ramp. The extra cost for Sign Cover, Type I was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**74709A:** FHWA, 80.00%; State Restricted Trunkline, 20.00%;

**74744A:** FHWA, 81.85%, State Restricted Trunkline, 18.15%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48175.

153. **Extra 2008 - 179**

Control Section/Job Number: 39024-86055 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Kamminga & Roodvoets, Inc.  
3435 Broadmoor Avenue SE  
Grand Rapids, MI 49512

Designed By: Parsons Brinckerhoff, Inc.  
Engineer's Estimate: \$72,523,311.30

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, sound walls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	(1,722,028.40)	- 2.54%
Total of Extras/Adjustments (Approved to Date):	7,160,447.24	+ 10.55%
Total of Negative Adjustments (Approved to Date):	(300,923.19)	- 0.44%
<b>THIS REQUEST</b>	<b><u>152,649.50</u></b>	<b>+ 0.22%</b>
<b>Revised Total</b>	<b><u>\$73,181,131.34</u></b>	<b>+ 7.79%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.57% over the original budget for an **Authorized to Date Amount** of \$73,028,481.84.

Approval of this extra will place the authorized status of the contract 7.79% or \$5,290,145.15 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-102	12	\$121,313.17	08/07/07
2008-024	22	\$2,941,764.00	04/01/08
2008-096	31 r. 1	\$700,516.62	07/01/08
2008-164	32, 35, 39, 41 r. 1	\$3,134,632.43	11/05/08

Contract Modification Number(s): 43

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 43 (86055A)**

Recessed Pavement Markings	95,610.000 Ft @ \$0.42/Ft	\$40,156.20
Pavt Mrkg, Ovly Cold Plastic, 4", White, Wet Reflective	13,831.000 Ft @ \$2.79/Ft	38,588.49
Pavt Mrkg, Ovly Cold Plastic, 6", White, Wet Reflective	2,515.000 Ft @ \$4.15/Ft	10,437.25
Pavt Mrkg, Poly, 12" White, Wet Reflective	9,860.000 Ft @ \$1.58/Ft	15,578.80
Pavt Mrkg, Poly, 6", White, Wet Reflective	36,364.000 Ft @ \$0.69/Ft	25,091.16
Pavt Mrkg, Poly, 6", Yellow, Wet Reflective	33,040.000 Ft @ \$0.69/Ft	<u>22,797.60</u>
<b>Total</b>		<b><u>\$152,649.50</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 43**

The 2004 Appropriations Bill, Enrolled Senate Bill No. 265, Section 611, requires that the department, "use high-quality pavement marking materials for all state trunkline projects with a design life of ten years or greater." In 2003, MDOT implemented a change on all respective projects to incorporate high quality pavement markings. The pavement markings on this project are being changed to comply with this directive. The extra cost for all of the items on contract modification 43 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra cost will be partially offset by a reduction in original bid items when the project is complete and the items are balanced.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and are now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extras items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**86055A:** FHWA, 89.82 %; State Restricted Trunkline, 8.99 %; City of Portage, 0.96 %; Village of Mattawan, 0.20 %; City of Kalamazoo, 0.03 %.

**86166A:** FHWA, 80.00 %; State Restricted Trunkline, 17.75 %; City of Portage 2.25 %;

**86174A:** FHWA, 90.00 %; State Restricted Trunkline, 9.16 %; City of Portage, 0.84 %;

**86633A:** FHWA, 79.82 %; State Restricted Trunkline, 17.90 %; City of Portage, 2.28 %;

**86634A:** FHWA, 90.00 %; State Restricted Trunkline, 8.92 %; City of Portage, 0.81 %; City of Kalamazoo, 0.27 %, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49024, 49729.

154. **Extra 2008 - 180**

Control Section/Job Number: 41081-100571 Local Agency Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dykema Excavators, Inc.  
1730 Three Mile Road N E  
Grand Rapids, MI 49505

Designed By: Moore & Bruggink, Inc.  
Engineer's Estimate: \$870,290.00

Description of Project:

3.10 miles of hot mix asphalt non-motorized pathway, pathway grading, and modular concrete retaining wall on Forest Hill Avenue from Ada Drive northerly to M-21, on Crahen Avenue from Michigan Street northerly to Leonard Street, and on Leonard Street from Crahen Avenue westerly to Winterwood Drive, Kent County.

Administrative Board Approval Date:	November 6, 2007	
Contract Date:	November 8, 2007	
Original Contract Amount:	\$745,685.50	
Total of Overruns/Changes (Approved to Date):	(39,555.95)	- 5.30%
Total of Extras/Adjustments (Approved to Date):	65,660.22	+ 8.81%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>26,711.31</u></b>	<b><u>+ 3.58%</u></b>
<b>Revised Total</b>	<b><u>\$798,501.08</u></b>	<b>+ 7.09%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.51% over the original budget for an **Authorized to Date Amount** of \$771,789.77.

Approval of this extra will place the authorized status of the contract 7.09% or \$52,815.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6, 8, 9

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 6**

Upgraded Fence, Chain Link, 48"	95.000 Ft @ \$32.00/Ft	\$3,040.00
Pavt, Rem	71.300 Syd @ \$7.00/Syd	499.10
<b>Total</b>		<b><u>\$3,539.10</u></b>

**CM 8**

Culvert removal, 24"	1.000 Ea @ \$450.00/Ea	\$450.00
Sign Relocations	4.000 Ea @ \$100.00/Ea	400.00
<b>Total</b>		<b><u>\$850.00</u></b>

**CM 9**

Sewer, CPP, 15 inch	24.000 Ft @ \$31.00/Ft	\$744.00
Dr Structure, 24 inch dia	4.000 Ea @ \$1,100.00/Ea	4,400.00
Embankment, LM	2,924.000 Cyd @ \$4.50/Cyd	13,158.00
Excavation, Earth	228.000 Cyd @ \$6.94/Cyd	1,582.32
Upgraded Fence, Chain Link, 48"	25.000 Ft @ \$32.00/Ft	800.00
Curb and Gutter, Rem	21.000 Ft @ \$7.00/Ft	147.00
Pavt Mrkg, Waterborne, 6 inch, White	37.000 Ft @ \$3.75/Ft	138.75
Sidewalk Ramp, ADA	38.500 Sft @ \$27.64/Sft	1,064.14
Sidewalk, Rem	48.000 Syd @ \$6.00/Syd	288.00
<b>Total</b>		<b><u>\$22,322.21</u></b>

**Grand Total**

**\$26,711.31**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 6**

The township requested a chain link fence placed on top of the retaining wall near Leonard Street, due to the height of the wall. The engineer directed the contractor to complete the work to install the fence. The extra costs for Upgraded Fence, Chain Link, 48" were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

After the placement of the path in the designed location, the homeowner agreed to the removal of a tree. This would allow the path to be further from the road and in a more desirable location. The engineer directed the contractor to remove the path pavement and move the path. This item is being set up to pay the contractor for the removal of the path. The extra costs for Pavt, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

**CM 8**

The plans indicated that a manhole would be needed on the 24 inch culvert at Whitewood Farms. The plans did not show the removal of the end section of the culvert. The engineer directed the contractor to remove the end section and then place the manhole per plan. The extra costs for Culvert Removal, 24" were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

While completing the work on the trail, four signs were found to be in conflict with the trail. The engineer directed the contractor to remove and relocate the four signs. The extra costs for Sign Relocations were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

## **CM 9**

The Kent County Road Commission requested to have an area filled in near Leonard Street. To fill the area in, the existing corrugated plastic culvert needed to be extended first. This also required the installation of 24 inch drainage structures, as well as some earth excavation and embankment. These items were originally set up on contract modification 1 and 2, and are now being increased to represent the amount needed to date. This item will be partially offset by a reduction in the timber boardwalk that would have been needed in this area. The extra costs for Sewer, CPP, 15 inch; Dr Structure, 24 inch dia; Embankment, LM and Excavation, Earth were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

The township requested a chain link fence placed on top of the retaining wall near Leonard Street due to the height of the wall. The engineer directed the contractor to complete the work to install the fence. This item was originally set up on contract modification 6 and now represents the amount needed to date. The extra costs for Upgraded Fence, Chain Link, 48" were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

At two intersections, the tie in point for the curb and gutter had to be changed. To complete the change the engineer directed the contractor to first remove some of the existing curb and gutter. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra costs for Curb and Gutter, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contracts completed in the area.

When the project was designed it did not include replacing the cross walk pavement markings. The engineer determined that the marking should be replaced and directed the contractor to replace the pavement markings. This item was originally set up on contract modification 7 and now represents the amount needed to date. The extra costs for Pavt Mrkg, Waterborne, 6 inch, White were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index and other contract items.

The ramps on Crahen Avenue did not meet current Americans with Disabilities Act (ADA) requirements. The engineer directed the contractor to remove the ramps and replace them with ramps that meet the current standards. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra costs for Sidewalk Ramp, ADA were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.



An area of existing sidewalk on Forest Hills needed to be removed so the path could merge into the existing hot mix asphalt sidewalk. The engineer directed the contractor to remove the sidewalk. This item was originally set up on contract modification 2 and now represents the amount needed to date. The extra costs for Sidewalk, Rem were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and are now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 39%; Kent County, 61%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49525.

155. **Extra 2008 - 181**

Control Section/Job Number: 82053-58175 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: MDOT  
Engineer's Estimate: \$12,363,181.91

Description of Project:

3.52 miles of hot mix asphalt cold milling and resurfacing, concrete patch work and overlay on US-24 (Telegraph Road) from south of Fordson Road northerly to Joy Road, and 7 structure rehabilitations in the cities of Dearborn and Dearborn Heights, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2-year bridge painting warranty.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 12, 2006	
Original Contract Amount:	\$14,700,952.70	
Total of Overruns/Changes (Approved to Date):	87,231.26	+ 0.59%
Total of Extras/Adjustments (Approved to Date):	1,730,767.89	+ 11.77%
Total of Negative Adjustments (Approved to Date):	(117,059.57)	- 0.80%
<b>THIS REQUEST</b>	<b><u>9,805.00</u></b>	<b>+ 0.07%</b>
<b>Revised Total</b>	<b><u>\$16,411,697.28</u></b>	<b>+ 11.64%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.57% over the original budget for an **Authorized to Date Amount** of \$16,401,892.28.

Approval of this extra will place the authorized status of the contract 11.64% or \$1,710,744.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-032	7 r. 3	\$232,006.72	03/04/08
2008-070	10	\$390,729.50	05/06/08
2008-093	12 r. 1, 13	\$465,000.00	07/01/08
2008-124	18 r. 1	\$45,951.90	09/02/08
2008-153	22	\$87,761.67	10/21/08
2008-168	24 r. 1	\$682,954.90	11/05/08

Contract Modification Number(s): 26, 29

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 26**

**58175A**

Damaged and Replaced Lights	90.000 Ea @ \$15.00/Ea	\$1,350.00
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**59067A**

Damaged and Replaced Lights	117.000 Ea @ \$15.00/Ea	1,755.00
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**59068A**

Damaged and Replaced Lights	98.000 Ea @ \$15.00/Ea	1,470.00
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**60333A**

Damaged and Replaced Lights	1.000 Ea @ \$15.00/Ea	15.00
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**Total**

**\$4,590.00**

**CM 29**

**59068A**

Rem Spec Mrkg	5,215.000 Sft @ \$1.00/Ea	<u>\$5,215.00</u>
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**Total**

**\$5,215.00**

**Grand Total**

**\$9,805.00**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 26**

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged and Replaced Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

**CM 29**

The plans did not include the pay item to remove special markings. The engineer determined that some of the special markings needed to be removed to maintain traffic. The engineer directed the contractor to remove the markings. The extra cost for Rem Spec Mrkg was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**58175A:** FHWA, 81.50%; State Restricted Trunkline, 15.82%; City of Dearborn Heights, 2.26%; SBC Communications, 0.37%; Detroit Edison Company, 0.05%.

**59067A:** FHWA, 81.85%; State Restricted Trunkline, 16.16%; City of Dearborn, 1.99%;

**59068A:** FHWA, 81.85%; State Restricted Trunkline, 15.98%; City of Dearborn Heights, 2.17%;

**60333A:** FHWA, 79.37%; State Restricted Trunkline, 17.36%; City of Dearborn, 2.13%; City of Dearborn Heights, 0.73%; SBC Communications, 0.32%; Detroit Edison Company, 0.09%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48128.

156. **Extra 2008 - 182**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% limit for reviewing extras and has at least one extra that exceeds the \$250,000 limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	HNTB Michigan Inc.	
Engineer's Estimate:	\$16,032, 653.84	
Description of Project:	0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.	
Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	478,287.26	+ 2.85%
Total of Extras/Adjustments (Approved to Date):	2,028,359.45	+ 12.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>250,656.00</u></b>	<b><u>+ 1.49%</u></b>
<b>Revised Total</b>	<b><u>\$19,555,262.62</u></b>	<b>+ 16.41%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.92% over the original budget for an **Authorized to Date Amount** of \$19,304,606.62.

Approval of this extra will place the authorized status of the contract 16.41% or \$2,757,302.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-071	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-028	36, 38	\$29,958.60	03/06/07
2007-049	42	\$57,750.00	04/17/07
2007-080	45	\$12,000.00	06/05/07
2007-113	44 r. 1, 46, 48	\$77,131.99	08/07/07
2007-135	47 r. 5	\$189,170.55	09/18/07
2008-146	49 r. 1, 51, 53 r. 2, 55, 56 r. 1	\$564,570.33	10/07/08

Contract Modification Number(s): 59 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 59**

Construction of Welded Rail Track Modified	1,193.600 Ft @ \$210.00/Ft	<u>\$250,656.00</u>
<b>Total</b>		<b><u>\$250,656.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):****CM 59**

The contractor was directed to construct all mainline track with 136-pound track in lieu of the 115-pound track as specified in the Special Provision for Rail. This change was directed by the Canadian Pacific Railroad, and approved by MDOT and the Federal Highway Administration. The 115-pound rail requirement was an inadvertent error in the special provision during the design phase; the requirement should have been listed as 136-pound rail from the initial railroad communication and design. This item was originally set up on contract modification 25 and now represents the amount needed to date. The extra cost for Construction of Welded Rail Track Modified was negotiated per Section 103.04 of the Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items. This extra work was partially offset by a reduction in contract modification 25 of the original bid item totaling \$285,294.55.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48216.

157. **Extra 2008 - 183**

Control Section/Job Number: 34044-79081 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Anlaan Corporation  
P.O. Box 333  
Ferryburg, MI 49409

Designed By: MDOT  
Engineer's Estimate: \$719,004.37

Description of Project:

Barrier and slab fascia repair, deck joint replacement, resealing bridge end joints, pin and hanger replacement, partial cleaning and coating of structural steel, slope paving, substructure repair and maintaining traffic on I-96 eastbound and westbound over Grand River Avenue, Ionia County.

Administrative Board Approval Date:	August 21, 2007	
Contract Date:	September 6, 2007	
Original Contract Amount:	\$582,904.06	
Total of Overruns/Changes (Approved to Date):	(51,062.00)	- 8.76%
Total of Extras/Adjustments (Approved to Date):	47,191.55	+ 8.10%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>10,851.61</u></b>	<b><u>+ 1.86%</u></b>
<b>Revised Total</b>	<b><u>\$589,885.22</u></b>	<b>+ 1.20%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.66% under the original budget for an **Authorized to Date Amount** of \$579,033.61.

Approval of this extra will place the authorized status of the contract 1.20% or \$6,981.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 9**

Bridge Barrier, Special	3.000 Ea @ \$584.18/Ea	\$1,752.54
Flag Control Force Account	1.000 LS @ \$4,409.66/LS	4,409.66
Steel Structure, Coating, Partial, Type 4 Special	1.000 LS @ \$4,689.41/LS	<u>4,689.41</u>
<b>Total</b>		<b><u>\$10,851.61</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 9**

The existing field conditions required removing localized sections of the barrier wall to facilitate work on the pin and hanger assemblies. This work was not shown on the plans. The engineer directed the contractor to complete the work. The extra cost for Bridge Barrier, Special is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The maintaining traffic for the project did not include anything for flagging traffic. The engineer determined that flagging was necessary and directed the contractor to complete the work. The extra cost for Flag Control Force Account is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

To complete some of the work on the pin and hangers and the joint replacements, the contractor had to remove some of the containment system. This was not indicated in the contract documents. The engineer directed the contractor to complete the work. The extra cost for Steel Structure, Coating, Partial, Type 4 Special is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48846.

158. **Extra 2008 - 184**

Control Section/Job Number: 38409-89678 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Michigan Paving & Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Local Agency  
Engineer's Estimate: \$816,282.30

**Description of Project:**

0.83 miles of hot mix asphalt pavement removal, hot mix asphalt cold milling and paving, and spot curb and gutter replacement on High Street from Losey Avenue to Executive Drive in the city of Jackson, Jackson County.

Administrative Board Approval Date:	August 5, 2008	
Contract Date:	August 20, 2008	
Original Contract Amount:	\$921,813.94	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>148,380.00</u></b>	<b><u>+ 16.10%</u></b>
<b>Revised Total</b>	<b><u>\$1,070,193.94</u></b>	<b>+ 16.10%</b>

**Offset Information**

Total Offsets This Request	(\$149,094.00)	- 16.17%
Net Revised Request	(\$714.00)	- 0.08%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$921,813.94.

Approval of this extra will place the authorized status of the contract 16.10% or \$148,380.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1



This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 1**

HMA, 3E3	2,200.000 Ton @ \$65.52/Ton	\$144,144.00
Pavt Mrkg, Type NR, Paint, 4" Yellow	17,650.000 Ft @ \$0.24/Ft	4,236.00
<b>Total</b>		<b><u>\$148,380.00</u></b>

**CM 1 Offset Information**

HMA, 3E3	-2,200.000 Ton @ \$67.77/Ton	<u>(\$149,094.00)</u>
<b>Total</b>		<b><u>(\$149,094.00)</u></b>

**Grand Total**

**\$148,380.00**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 1**

The contractor requested that the liquid asphalt binder in the hot mix asphalt be changed from a 64-28 grade to a 58-22. The engineer determined that the binder would be more suitable for the base course than what was set up on the project and directed the contractor to make the change. The extra cost for HMA, 3E3 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar the original bid item and the reduction for the change in binder. This item is completely offset by a reduction in original items noted above.

The maintaining traffic item originally included barrels between opposing traffic lanes even when the work area was not active. The engineer directed the contractor to place temporary pavement markings to delineate the traffic. The extra cost for Pavt Mrkg, Type NR, Paint, 4" Yellow was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49203.

159. **Extra 2008 - 185**

Control Section/Job Number: 38555-77083 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.  
Contractor: Michigan Paving & Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: Local Agency  
Engineer's Estimate: \$1,231,957.25

Description of Project:

2.05 miles of hot mix asphalt surfacing and shoulder widening including permanent pavement markings on County Farm Road west of Sandstone Road easterly to Blackman Road, Jackson County.

Administrative Board Approval Date:	October 16, 2007	
Contract Date:	February 20, 2008	
Original Contract Amount:	\$1,055,957.97	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	49,660.00	+ 4.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>36,505.00</u></b>	<b><u>+ 3.46%</u></b>
<b>Revised Total</b>	<b><u>\$1,142,122.97</u></b>	<b>+ 8.16%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.70% over the original budget for an **Authorized to Date Amount** of \$1,105,617.97.

Approval of this extra will place the authorized status of the contract 8.16% or \$86,165.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 3 (77083A)**

Stump, Rem, 19 inch to 36 inch		
Stump, Rem 19 inch to 36 inch	5.000 Ea @ \$400.00/Ea	\$2,000.00
Stump, Rem, 37 inch to or larger		
Stump, Rem, 37 inch or larger	2.000 Ea @ \$400.00/Ea	800.00
Stump, Rem, 6 inch to 18 inch		
Stump, Rem, 6 inch to 18 inch	105.000 Ea @ \$321.00/Ea	<u>33,705.00</u>
<b>Total</b>		<b><u>\$36,505.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 3**

The plans did not include an item to remove the stumps on the project. The trees had been removed prior to the contractor starting work but the stumps still needed to be removed. The engineer directed the contractor to remove the stumps. The extra costs for all of the items on contract modification 3 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 20.00%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49201.

160. **Extra 2008 - 186**

Control Section/Job Number: 41014-87027 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% limit for reviewing extras.

Contractor: Michigan Paving & Materials Co.  
2575 S. Haggerty Road, Suite 100  
Canton, MI 48188

Designed By: MDOT  
Engineer's Estimate: \$677,765.72

Description of Project:

2.71 mi of hot mix asphalt cold milling, resurfacing and signal loop replacement on US-131BR from Ionia Street easterly to the Oakes Street/Division Avenue intersection, northerly to Leonard Street and west to the US-131 southbound on/off ramps in the city of Grand Rapids, Kent County. This project includes a 3 year pavement performance warranty.

Administrative Board Approval Date:	March 20, 2007	
Contract Date:	April 3, 2007	
Original Contract Amount:	\$695,082.67	
Total of Overruns/Changes (Approved to Date):	16,347.06	+ 2.35%
Total of Extras/Adjustments (Approved to Date):	43,489.47	+ 6.26%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>210,779.10</u></b>	<b><u>+ 30.32%</u></b>
<b>Revised Total</b>	<b><u>\$965,698.30</u></b>	<b>+ 38.93%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.61% over the original budget for an **Authorized to Date Amount** of \$754,919.20.

Approval of this extra will place the authorized status of the contract 38.93% or \$270,615.63 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 9 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 9 (87027A)

Cold Milling, ADA Ramps	5.000 Hr @ \$175.00/Hr	\$875.00
Curb and Gutter, Conc, ADA Ramps	720.000 Ft @ \$27.50/Ft	19,800.00
Curb Chop	128.000 Ea @ \$18.40/Ea	2,355.20
Detectable Warning Surface, Cast Iron	90.000 Ea @ \$165.00/Ea	14,850.00
Detectable Warning Surface, Overlay	12.000 Ea @ \$350.00/Ea	4,200.00
Excavation, Earth	300.000 Syd @ \$32.20/Syd	9,660.00
Sawcut, 15" Slab	960.000 Ft @ \$7.48/Ft	7,180.80
Sawcut, 4" Sidewalk	1,300.000 Ft @ \$2.70/Ft	3,510.00
Sawcut, 6" Sidewalk	250.000 Ft @ \$4.03/Ft	1,007.50
Sidewalk Restoration, ADA Ramps	1.000 LS @ \$1,100.00/LS	1,100.00
Subbase, CIP	300.000 Syd @ \$23.00/Syd	6,900.00
Traffic Control, ADA Ramps, Furnish	1.000 LS @ \$3,523.00/LS	3,523.00
Traffic Control, ADA Ramps, Operate	1.000 LS @ \$1,550.00/LS	1,550.00
Curb and Gutter, Rem ADA Ramps	720.000 Ft @ \$21.60/Ft	15,552.00
Dr Structure Cover, Adj, Case 1 ADA Ramps	3.000 Ea @ \$330.00/Ea	990.00
Hand patching ADA Ramps	15.000 Ton @ \$125.00/Ton	1,875.00
Mobilization, Max. ADA Ramps	1.000 LS @ \$935.00/LS	935.00
Pavt Mrkg, Longit, Greater 6" Width, Rem	1,500.000 Ft @ \$1.50/Ft	2,250.00
Sidewalk Ramp, ADA	3,456.000 Sft @ \$21.60/Sft	74,649.60
Sidewalk, Rem. ADA Ramps	384.000 Syd @ \$99.00/Syd	38,016.00
<b>Total</b>		<b><u>\$210,779.10</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 9**

MDOT's standards and policy for Americans with Disabilities Act (ADA) sidewalk ramps changed after this project was let. Therefore, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps. The engineer directed the contractor to replace the sidewalk ramps within the project limits that did not meet the current ADA requirements. The extra cost for all of the items on contract modification 9 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49504.

161. **Extra 2008 - 187**

Control Section/Job Number: 82022-87293 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.  
2210 Scott Lake Road  
Waterford, MI 48328

Designed By: Local Agency  
Engineer's Estimate: \$5,327,632.50

Description of Project:

1.10 miles of streetscape improvements including street lighting, decorative trash receptacles and benches, colored stamped concrete sidewalk, trees, tree grates and planting areas, and road rehabilitation including cold milling, hot mixed asphalt paving, concrete curb and gutter, concrete sidewalk ramps, concrete pavement repair, adjusting drainage structures, and pavement markings on Warren Road from Schaefer Road to Lonyo Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	May 22, 2007	
Original Contract Amount:	\$5,215,012.39	
Total of Overruns/Changes (Approved to Date):	5,776.88	+ 0.11%
Total of Extras/Adjustments (Approved to Date):	408,485.45	+ 7.83%
Total of Negative Adjustments (Approved to Date):	(10,561.63)	- 0.20%
<b>THIS REQUEST</b>	<b><u>55,400.71</u></b>	<b><u>+ 1.06%</u></b>
<b>Revised Total</b>	<b><u>\$5,674,113.80</u></b>	<b>+ 8.80%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.74% over the original budget for an **Authorized to Date Amount** of \$5,618,713.09.

Approval of this extra will place the authorized status of the contract 8.80% or \$459,101.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2008-132	37, 38, 39, 41, 42, 43, 44, 45	\$130,517.70	09/02/08
2008-141	63 r. 1	\$13,050.55	09/23/08

Contract Modification Number(s): 66, 68, 69

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 66**

(87293A)

Cement	0.190 Ton @ \$157.50/Ton	\$29.93
(89213A)		
Pavt Mrkg, Type R, 4", White, Temp	12.000 Ft @ \$0.95/Ft	11.40
Pavt Mrkg, Type R, 4 inch, Yellow, Temp	224.000 Ft @ \$0.95/Ft	212.80
<b>Total</b>		<b><u>\$254.13</u></b>

**CM 68 (87293A)**

Sprinkler Head and Irrigation Line Restoration	1.000 LS @ \$6,798.00/LS	\$6,798.00
<b>Total</b>		<b><u>\$6,798.00</u></b>

**CM 69 (87293A)**

Water Main Related Extra Work	1.000 LS @ \$48,348.58/LS	\$48,348.58
<b>Total</b>		<b><u>\$48,348.58</u></b>

**Grand Total****\$55,400.71****CM 66**

The project was set up with concrete that contained the standard amount of cement. The engineer directed the contractor to add additional cement for the concrete used at key driveway locations. This was added to allow traffic to use the driveway sooner than if standard concrete was used. This item was originally set up on contract modification 15 and now represents the amount needed to date. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

The contract was awarded later than anticipated and the contractor was granted an extension of time due to the late award. This pushed the completion date to the spring of 2008. All of the work could not be completed in one season. The engineer directed the contractor to open the road onto the leveling pavement at the end of the first construction season. Since the final pavement was not in place, temporary pavement markings were needed prior to opening the road. This item was originally set up on contract modification 20 and now represents the amount needed to date. The extra cost for Pavt Mrkg, Type R, 4", White, Temp and Pavt Mrkg, Type R, 4 inch, Yellow, Temp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to similar items within MDOT's Average Unit Price Index.

**CM 68**

The plans did not include any notes or information about the sprinkler lines on the project. Some of the lines were damaged during the sidewalk work of the streetscape improvement portion of the project. The engineer directed the contractor to repair the sprinkler lines and heads. The extra cost for Sprinkler Head and Irrigation Line Restoration – Extra was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

## CM 69

During the installation of the proposed water main and water services, the contractor encountered conflicts with existing utilities, unidentified or miss-marked water services, and other unforeseen work. The engineer directed the contractor to work around these issues. The extra cost for Water Main Related Extra Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction. This item is set up as 100 percent funded by the City of Dearborn.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**87293A:** FHWA, 19.19%; City of Dearborn, 80.81%;

**89213A:** FHWA, 81.85%; Wayne County, 18.15%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48126.



162. **Extra 2008 - 188**

Control Section/Job Number: 82102-45711 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: John Carlo, Inc.  
45000 River Ridge Drive, Suite 200  
Clinton Twp., MI 48038

Designed By: Bergmann Associates, Inc.  
Engineer's Estimate: \$34,459,282.80

Description of Project:

3.85 miles of freeway and ramp reconstruction and 10 structure rehabilitations on M-14 from the Wayne/Washtenaw County line easterly to Sheldon Road, Wayne County. This project includes a 5-year materials and workmanship pavement warranty and a 2 year bridge painting warranty.

Administrative Board Approval Date:	March 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$26,918,210.62	
Total of Overruns/Changes (Approved to Date):	(1,195,896.77)	- 4.44%
Total of Extras/Adjustments (Approved to Date):	2,351,147.57	+ 8.73%
Total of Negative Adjustments (Approved to Date):	(164,134.04)	- 0.61%
<b>THIS REQUEST</b>	<b><u>35,573.74</u></b>	<b>+ 0.13%</b>
<b>Revised Total</b>	<b><u>\$27,944,901.12</u></b>	<b>+ 3.81%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.68% over the original budget for an **Authorized to Date Amount** of \$27,909,327.38.

Approval of this extra will place the authorized status of the contract 3.81% or \$1,026,690.50 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-151	17 r. 3, 35 r. 1	\$1,829,960.88	10/02/07
2007-172	40 r. 1, 41	\$232,771.23	11/06/07
2008-016	42 r. 1	\$8,466.29	02/05/08
2008-076	51, 53	\$48,410.79	5/20/08
2008-084	52 r. 1, 54, 55	\$64,694.21	06/03/08
2008-121	56, 58, 59, 60 r. 1, 61, 62 r. 1	\$60,050.82	08/19/08
2008-142	63 r. 1	\$11,600.79	9/23/08

Contract Modification Number(s): 65 r. 1, 66, 69

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

<b>CM 65</b>		
Maintenance During Construction		<u>\$10,589.81</u>
<b>Total</b>		<b><u>\$10,589.81</u></b>
<b>CM 66</b>		
Shoulder Corrugations	1,875.000 Ft @ \$7.50/Ft	<u>\$14,062.50</u>
<b>Total</b>		<b><u>\$14,062.50</u></b>
<b>CM 69</b>		
Beck Road Interchange Extra Signal Work	1.000 LS @ \$10,921.43/LS	<u>\$10,921.43</u>
<b>Total</b>		<b><u>\$10,921.43</u></b>
<b>Grand Total</b>		<b><u>\$35,573.74</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 65**

According to Section 103.06 of the 2003 Standard Specifications for Construction, the contractor is required to perform routine maintenance to the existing roadway as directed by the Engineer. This section also indicates that the payment for this work will be based on Section 103.04 Extra Work. The engineer directed the contractor to perform routine maintenance including patching potholes on several different occasions. The extra cost for Maintenance During Construction is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 66**

A section of the project did not have previously installed shoulder corrugations. Traffic and Safety from the TSC requested that this area have the shoulder corrugations installed. The engineer directed the contractor to install the corrugations. The extra cost for Shoulder Corrugations was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction.

**CM 69**

The signal for Ramp A on the exit to Beck Road from westbound M-14 did not have the necessary interconnect running to the signal to the north. The engineer directed the contractor to complete the work to interconnect the signals in order to optimize the timing of both intersections. Since the work was completed by a subcontractor, the costs include a five percent markup for the prime contractor, as per Section 109.07.G of the 2003 Standard Specifications for Construction. The extra cost for Beck Road Interchange Extra Signal Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items are required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48170.

163. **Extra 2008 - 189**

Control Section/Job Number:	82252-59295	MDOT Project
State Administrative Board -	This project has a group of related extras that exceeds the \$100,000 limit for reviewing extras.	
State Transportation Commission -	This project has a group of related extras that exceeds the \$250,000 limit for reviewing extras.	
Contractor:	C. A. Hull Co., Inc. 8177 Goldie Road Walled Lake, MI 48390	
Designed By:	MDOT	
Engineer's Estimate:	\$30,119,926.05	

Description of Project:

Bridge rehabilitation work on 24 bridges including hot mix asphalt overlay, deck replacement, minor widening, beam end repair, pier replacement, substructure repair, joint replacement, pin and hanger replacement, shallow concrete overlay, painting of fascia beams, painting and partial painting of steel bearings, epoxy overlay, crack sealing, concrete pavement repair, removal of weigh-in-motion scales, pedestrian fence replacement and approach work on I-75 from Elizabeth Street northerly to 8 Mile Road (M-102) in the cities of Detroit and Hamtramck, Wayne County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	November 20, 2007	
Contract Date:	November 21, 2007	
Original Contract Amount:	\$25,853,122.77	
Total of Overruns/Changes (Approved to Date):	161,844.41	+ 0.63%
Total of Extras/Adjustments (Approved to Date):	409,069.93	+ 1.58%
Total of Negative Adjustments (Approved to Date):	(4,900.00)	- 0.02%
<b>THIS REQUEST</b>	<b><u>281,250.00</u></b>	<b><u>+ 1.09%</u></b>
<b>Revised Total</b>	<b><u>\$26,700,387.11</u></b>	<b>+ 3.28%</b>

**Offset Information**

Total Offsets This Request	(\$23,250.00)	- 0.09%
Net Revised Request	\$258,000.00	+ 1.00%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.19% over the original budget for an **Authorized to Date Amount** of \$26,419,137.11.

Approval of this extra will place the authorized status of the contract 3.28% or \$847,264.34 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 8 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 8 (59296A)**

Fabrication for Omitted Temporary Supports (S16 of 82251)	29.000 Ea @ \$250.00/Ea	\$7,250.00
Material Costs for Omitted Retrofit Steel (S16 of 82251)	8,000.000 Lb @ \$3.00/Lb	24,000.00
Remobilization and Increased Costs (S16 of 82251)	1.000 LS @ \$75,000.00/LS	75,000.00
Temporary Support of Utilities (S16 of 82251)	6.000 Ea @ \$2,500.00/Ea	15,000.00
Structures, Rem Portions, Back Wall and Beams (S16 of 82251)	1.000 LS @ \$95,000.00/LS	95,000.00
Superstructure Conc, Form, Finish & Cure and Back Wall, Form, Finish & Cure (S16 of 82251)	1.000 LS @ \$65,000.00/LS	65,000.00
<b>Total</b>		<b><u>\$281,250.00</u></b>

**CM 8 Offset Information (59296A)**

Str Steel, Retrofit, Furn, Fab & Erect	-3,200.000 Lb @ \$5.00/Lb	(\$16,000.00)
Support, Column, Temp	-14.500 Ea @ \$500.00/Ea	(7,250.00)
<b>Total</b>		<b><u>(\$23,250.00)</u></b>

**Net Revised CM 1 Request** **\$258,000.00**

**Grand Total** **\$281,250.00**

**Reason(s) for Extra(s)/Adjustment(s):****CM 8**

This contract modification includes work needed for the Warren Avenue Bridge over I-75. This bridge was set up to have the bridge deck removed, repairs to the existing steel beams and then a new bridge deck. Once the existing bridge deck was removed, it was determined that the existing steel beams on the tail spans were too deteriorated to be repaired. The engineer directed the contractor to remove the beams and replace them with new beams. Some of the extra work could be covered by existing items already set up on the contract. The items noted above are the extra items needed to complete the work.

The original plans included using temporary supports and repairs to the steel beams on the bridge. The contractor had completed the fabrication of the temporary supports and had them delivered to the site before it was determined that the beams would be removed and replaced. The contractor also had the steel repairs fabricated and delivered prior to the determination to remove the beams. The steel fabricated for the repairs will be delivered to MDOT's bridge maintenance group, to be used on other projects.

The extra costs for all of the items on contract modification 8 were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The time, equipment, materials and costs necessary to complete the work were determined using a process similar to the force account work process. The costs were deemed reasonable based on comparison to the certified payrolls, the Blue Book equipment rental rates, and actual costs for materials, and negotiation per Section 103.04 of the Standard Specifications for Construction, they were also compared to similar items set up in the contract. The extra costs are partially offset by a reduction in original bid items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting, and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items are essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:**

**59295A:** FHWA, 89.18%; State Restricted Trunkline, 9.37%; AT&T, 0.91%; City of Detroit, 0.54%;

**59296A:** FHWA, 89.94%; State Restricted Trunkline, 8.96%; City of Detroit, 1.03%; AT&T, 0.03%; Detroit Edison, 0.03%; Michigan Consolidated Gas, 0.01%

**59297A :** FHWA, 89.86%; State Restricted Trunkline, 9.35%; City of Detroit, 0.63%; AT&T, 0.15%; Michigan Consolidated Gas, 0.01%;

**79138A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%;

**83123A:** FHWA, 100%;

**84015A:** State Restricted Trunkline, 100%;

**88835A:** FHWA, 90.00%; State Restricted Trunkline, 10.00%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item is required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48207.

164. **Overrun 2008 - 39**

Control Section/Job Number: 38017-86425 Local Agency Project

State Administrative Board - This project exceeds the 10% limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% limit for reviewing overruns.

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland, MI 49348

Designed By: Local Agency  
Engineer's Estimate: \$543,356.90

Description of Project:

Remove existing structure, construction of a prestressed concrete box beam bridge, and related approach work on Draper Road over the Grand River, Jackson County.

Administrative Board Approval Date:	February 6, 2007	
Contract Date:	July 6, 2007	
Original Contract Amount:	\$559,314.07	
Total of Overruns/Changes (Approved to Date):	55,931.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	5,737.50	+ 1.03%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>77,005.50</u></b>	<b>+ <u>13.77%</u></b>
<b>Revised Total</b>	<b><u>\$697,988.48</u></b>	<b>+ 24.80%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.03% over the original budget for an **Authorized to Date Amount** of \$620,982.98.

Approval of this overrun will place the authorized status of the contract 24.80% or \$138,674.41 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Backfill, Swamp	3,237.000 Cyd @ \$11.50/Cyd	\$37,225.50
Steel Sheet Piling, Temp	2,210.000 Cyd @ \$18.00/Cyd	<u>39,780.00</u>
<b>Total</b>		<b><u>\$77,005.50</u></b>

**Reason(s) for Overrun(s):**

Due to additional groundwater during the construction of the project, the engineer directed the contractor to use additional swamp backfill. The water table was higher than indicated in the soil borings included in the plans. This caused an overrun in the original bid item Backfill, Swamp.

The river was higher than anticipated during construction which increased the length of steel sheet piling needed to hold back the water while working on the gabions. This caused an overrun in the original bid item Steel Sheet Piling, Temp.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its November 20, 2008, meeting and is now recommended for approval by the State Administrative Board on December 2, 2008.

**Criticality:** This original items increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 15.00%; Jackson County, 5.00%, unless otherwise noted.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49201.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

*Authorized Signature on File*  
*November 20, 2008*

Kirk T. Steudle  
Director

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Mr. DeBano presented the Transportation and Natural Resources Committee Report for the regular meeting of November 26, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. DeBano moved that the Report covering the regular meeting held November 26, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

Mr. Liedel presented a tribute resolution to Joseph Pavona.

9. ADJOURNMENT:

Mr. Hank moved to adjourn the meeting. The motion was supported by Mr. DeBano and unanimously approved. Mr. Liedel adjourned the meeting.

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SECRETARY

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CHAIRPERSON



# STATE ADMINISTRATIVE BOARD

## JOSEPH PAVONA

WHEREAS, Joseph Pavona has served the people of Michigan with distinction as a Pharmacist for the Departments of Community Health and Management and Budget, as a Buyer Manager for the Contracts Section, a State Executive Administrative Assistant to Office Support Services responsible for Property Construction, Vehicles, and Warehouse, and Director of Property Management for the Department of Management and Budget, and the Director of the Bureau of Administrative Services for the Department of State; and

WHEREAS, During his exemplary tenure as the Director of the Bureau of Administrative Services for the Department of State, he has served as a delegate of the Secretary of State to the Transportation and Natural Resources Committee and the State Administrative Board, overseeing the operational and functional needs of the State of Michigan; and

WHEREAS, During his career he has maintained the highest standard of excellence in the administration of public affairs, and his honesty, integrity, and honorable service will continue to be respected by the people of Michigan; and

WHEREAS, The members of the State Administrative Board will miss his exemplary work and the leadership he has provided to this Board; now, therefore, be it

RESOLVED, That this State Administrative Board hereby expresses its sincerest appreciation and heartfelt thanks for the services he has provided to the Board and the citizens of the State of Michigan; and be it further

RESOLVED, That the Board wishes Joe and his family good health and happiness in the years ahead; and be it further

RESOLVED, That the Secretary is hereby directed to officially transmit the original copy of this Resolution to Joseph Pavona with our best wishes.

Unanimously adopted December 2, 2008.

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Jennifer M. Granholm  
Governor

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Michael A. Cox  
Attorney General

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John D. Cherry  
Lt. Governor

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Robert J. Kleine  
Treasurer

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Terri Lynn Land  
Secretary of State

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Michael P. Flanagan  
Superintendent of Public Instruction

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Kirk T. Steudle  
Director of the Department of Transportation